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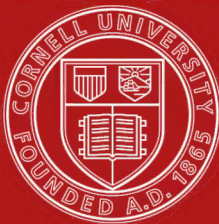
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*U. S. Laws, statutes, etc.*

# LAWS OF THE UNITED STATES

RELATING TO THE

# IMPROVEMENT OF RIVERS AND HARBORS

FROM

AUGUST 11, 1790, TO MARCH 4, 1907

---

COMPILED IN THE  
OFFICE OF THE CHIEF OF ENGINEERS, U. S. ARMY

---

IN TWO VOLUMES

VOLUME II

From 1890 to 1907

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*Errata, House Doc. No. 425, Fifty-eighth Congress, third session.*

[To be inserted at page III of Volume II.]

Page 667.—Insert as a center heading, immediately above the item for harbor at Philadelphia, the words **ENGINEER DEPARTMENT.**

Page 790.—Expunge the last sentence in the footnote.

Page 790.—Expunge the last sentence in the footnote.  
Page 1010.—First line of footnote (a), after 1905 insert and river and harbor act approved March 2, 1907.

Third line of footnote (a), for Fifty-eighth read Fifty-ninth.





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**LAWS OF THE UNITED STATES**  
**RELATING TO THE**  
**IMPROVEMENT OF RIVERS AND HARBORS,**  
**FROM**  
**AUGUST 11, 1790, TO MARCH 4, 1907.**

LAWS OF THE UNITED STATES

RELATING TO THE

IMPROVEMENT OF RIVERS AND HARBORS,

FROM

AUGUST 11, 1790, TO MARCH 4, 1907.

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Feb. 22, 1890. [No. 11.] Joint Resolution For the removal of obstructions to  
 Vol. 26, p. 669. navigation in the Missouri River and extension of jetty work at  
 the mouth of Columbia River, Oregon.

Preamble.  
 Vol. 25, pp.  
 422, 423.  
*Ante*, pp. 513,  
 514.

Whereas the amounts appropriated by Congress in the act of eighteen hundred and eighty-eight, for the improvement of rivers and harbors, for the removal of snags and other obstructions from the Missouri River and the Columbia River, to be expended under the control of the Missouri River Commission, and of the Chief of Engineers of the War Department, have been in each case exhausted, and there being no funds remaining available, for the purposes aforesaid, and

Whereas, it is important to the navigation of said rivers, that certain snags and obstructions be removed at once, to the end that navigation may not be suspended by reason of said obstructions, therefore

Missouri  
 River.

Appropriation for removal of snags, etc.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
 That the sum of seventy-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury, not otherwise appropriated, which shall be expended under the supervision and direction of the Missouri River Commission, in the removal of snags and other obstructions to the navigation of said river, between St. Joseph, Missouri, and the mouth of said river; and the like sum of seventy-five thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be expended under the supervision and direction of the Secretary of War, for continuation of the jetty work at the mouth of the Columbia River in Oregon, said work

Columbia  
 River, Oreg.

to be commenced so soon as the rivers aforesaid, and their freedom from ice will permit, and to be continued until completed, and said sum of one hundred and fifty thousand dollars is hereby made immediately available for the purposes aforesaid.

Appropriation for Jetty work.

Approved, February 22, 1890.

**CHAP. 36.**—An Act Making an appropriation for the removal of a dangerous obstruction to the entrance of the harbor at Milwaukee, Wisconsin.

Mar. 17, 1890.  
Vol. 26, p. 22.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of six thousand one hundred dollars, or so much thereof as may be necessary, for the purpose of removing the sand-bars formed at the entrance or mouth of the harbor at Milwaukee, Wisconsin, and to make the same free and easy of access or passage by boats arriving at or departing from such port.

Milwaukee Harbor, Wis.  
Removal of sand bars, etc.  
Appropriation.

Approved, March 17, 1890.

[No. 13.] Joint Resolution For the relief of sufferers in the Mississippi Valley.

Apr. 3, 1890.  
Vol 26, p. 670.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the Mississippi River Commission be, and he is hereby authorized, out of money heretofore appropriated for the improvement of the Mississippi River, to purchase or hire such boats as may be immediately necessary to rescue inhabitants in the overflowed districts of the Mississippi River Valley, and to use said boats for the purpose named.

Mississippi River Commission.  
To use part of appropriation for boats to relieve distress in Mississippi Valley.

Approved, April 3, 1890.

**CHAP. 63.**—An Act To provide for certain of the most urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety, and for other purposes.

Apr. 4, 1890.  
Vol. 26, p. 34.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appro-

Urgent deficiencies appropriations, 1890.

priated, for the objects hereinafter expressed, for the service of the fiscal year eighteen hundred and ninety, and prior years, namely:

\* \* \* \*

Pier in Delaware Bay.

CONSTRUCTING PIER IN DELAWARE BAY, NEAR LEWES, DELAWARE: For repairs, ten thousand dollars.

\* \* \* \*

Approved, April 4, 1890.

May 12, 1890.  
Vol. 26, p. 105.

**CHAP. 201.**—An Act For improving Aransas Pass.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Aransas Pass Harbor Company, a corporation duly chartered under the laws of the State of Texas, and their associates, assigns, successors, and representatives be, and they are hereby, authorized on the conditions hereinafter mentioned, to construct, own, and operate such permanent and sufficient jetties and breakwaters and such auxiliary works as are necessary to create and permanently maintain, as hereinafter set forth, a navigable channel, across the outer bar, which obstructs the entrance to Aransas Pass Harbor, on the coast of the Gulf of Mexico, in the State of Texas, and so far into the bays and navigable waters as may be necessary to reach a place that will afford ample dockage and protection from storms, swells, cyclones, and tidal waves for the purpose of furnishing the vessels and boats adapted to the purpose, facilities for navigation in and along the entire length of said channel, and for that purpose they may construct in the Gulf of Mexico and in and across the bays and navigable waters adjacent thereto such walls, jetties, dikes, levees, and other structures, and employ such boats, rafts, bridges, and appliances, as they may in the prosecution of said work deem necessary: *Provided*, That no such structure or means employed shall hinder, delay, or interfere with the free navigation in said channel, harbor, bays, or navigable waters; and to protect their said works they may build and maintain such levees, embankments, walls, or riprap as may be necessary to secure their permanency along the banks or shores of Mustang, Saint Joseph, and Harbor Islands as the United States is authorized to grant, and to utilize such works as the Government has already constructed, and will hold the United States harmless from any damage that may accrue to any person or persons by the construction of said walls, jetties, dikes, levees, and other works constructed thereunder: *Provided further*, That unless the construction of the proposed work shall be commenced within one year from date of the approval of this act and be diligently prosecuted by the expenditure of at least three hundred thousand dollars per annum

*Aransas Pass Harbor Company may jetty, etc., Aransas Pass, Tex.*

*Jetties, breakwaters, and auxiliary works.*

*Navigable channel on outer bar, Aransas Pass Harbor, etc.*

*Aids to navigation.*

*Structures, appliances, etc.*

*Provisos.*

*Unobstructed navigation, etc.*

*Protection of works, etc.*

*Mustang, St. Joseph, and Harbor Islands. Use of Government works. Damage.*

*Commencement and completion.*

*Minimum annual expenditures.*



thereafter in the prosecution thereof until twenty feet depth of water over the outer bar is obtained, the grant of privileges herein shall be forfeited; and unless the said company, their associates, assigns, successors, or legal representatives, shall secure a navigable depth over said outer bar of fifteen feet of water within three years after the date of the approval of this act, and a navigable depth of twenty feet of water over said bar within five years from said date, then Congress may revoke the privileges herein granted in relation to said improvements.

Periodic navigable depths.  
 Vols. 28, p. 26; 29, p. 3; 30, pp. 51, 1128.  
*Post*, pp. 671, 736, 816, 855.

Revocation.

SEC. 2. That at any time after said improvements and auxiliary works have been completed as herein provided, and said depth of twenty feet has been obtained, the United States shall have the right to pay the said company, or their assigns, successors, or legal representatives, the value of the works constructed under this act or under or by virtue of any authority granted by the State of Texas, and on such payment being made by the United States all rights to said work on the part of said parties shall cease, but nothing in this act shall be construed as compelling the Government to take possession of and pay for said works unless so desired. Nothing within the provisions of this act shall be construed as authorizing the said company to charge or collect tolls or tonnage upon boats or vessels navigating said channel and the navigation of the same shall be free.

United States may purchase completed works.

Purchase not compulsory.

No tolls or tonnage.

Free navigation.

Approved, May 12, 1890.

**CHAP. 436.**—An Act Authorizing and directing the Secretary of War to establish new harbor-lines in Portage Lake, Houghton County, Michigan. June 20, 1890.  
 Vol. 26, p. 163.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby authorized and directed as speedily as the same can be done, to establish new harbor-lines in Portage Lake, Houghton County, Michigan, and that on each side of said Portage Lake between the shore and its corresponding harbor-line established as aforesaid, riparian owners may place and discharge, behind substantial bulkheads previously constructed along said harbor-lines, where such discharge may be made, the refuse, debris, tailings, or product of stamp mills.

Portage Lake, Mich.  
 Secretary of War to establish new harbor lines in.  
 Vol. 24, p. 325.  
*Ante*, p. 455.  
 Vol. 26, p. 435.  
*Post*, p. 557.  
 Riparian owners may dump tailings, etc., within.

SEC. 2. That all laws, and parts of laws in conflict with this act, are repealed. This act shall be in force from its passage.

Repeal.  
 Operation.

Approved, June 20, 1890.

June 20, 1890.  
Vol. 26, p. 169.

**CHAP. 438.**—An Act To authorize the President of the United States to cause certain lands heretofore withdrawn from market for reservoir purposes to be restored to the public domain subject to entry under the homestead law with certain restrictions.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby restored to the public domain all the lands described in certain proclamations of the President of the United States, dated March twenty-second, eighteen hundred and eighty, Executive Document Numbered Eight hundred and fifty-nine; also, April fifth, eighteen hundred and eighty-one, Executive Document Numbered Eight hundred and sixty-eight; also, February twentieth, eighteen hundred and eighty-two, Executive Document Numbered Eight hundred and seventy-four, withdrawing and withholding certain lands from market or entry and reserving the same to aid in the construction of certain reservoirs to be built at the headwaters of the Mississippi and Saint Croix Rivers, in the States of Minnesota and Wisconsin, and of the Chippewa and Wisconsin Rivers, in the State of Wisconsin; and that these lands, when so restored, shall be subject to homestead entry, only.

Certain reserved reservoir lands, at headwaters of Mississippi, St. Croix, Chippewa, and Wisconsin rivers, in Minn. and Wis., restored to public domain, etc.

Description.

For homestead entry only.

Title of prior purchasers may be confirmed.

Restored lands subject to right of United States to construct dams, etc.

No compensation for resulting overflow.

Prior settlement prohibited, etc.

Penalty for violation.

Operation.

**SEC. 2.** That in all cases where any of the lands restored to the public domain by the first section of this act have heretofore been sold or disposed of by the proper officers of the United States under color of the public land laws, and the consideration received therefor is still retained by the Government, the title of the purchasers may be confirmed, if in the opinion of the Secretary of the Interior justice requires it; but all the lands by said first section restored shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation; and no claim or right to compensation shall accrue from the overflowing of said lands on account of the construction and maintenance of such dams and reservoirs.

**SEC. 3.** That no rights of any kind shall attach by reason of settlement or squatting upon any of the lands hereinbefore described before the day on which such lands shall be subject to homestead entry at the several land offices, and until said lands are opened for settlement no person shall enter upon and occupy the same, and any person violating this provision shall never be permitted to enter any of said lands or acquire any title thereto. This act shall take effect six months after its approval by the President of the United States.

Approved, June 20, 1890.

**CHAP. 837.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, and for other purposes. Aug. 30, 1890.  
Vol. 26, p. 371.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, namely:

*	*	*	*	*	*
HARBOR OF NEW YORK:	For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:				<span style="float: right;">Sundry civil expenses a p- ropriations.  New York Harbor. Injurious, etc., deposits.  Steamer Argus; pay of crew, etc. New vessels; pay of crew, etc. Pay of inspectors, etc.</span>
	For pay of crew and maintenance of steamer Argus, eight thousand dollars;				
	For pay of crew and maintenance of new vessels to be purchased or constructed, ten thousand dollars;				
	For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars; in all, thirty-three thousand dollars.				
*	*	*	*	*	*

Approved, August 30, 1890.

**CHAP. 907.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes. Sept. 19, 1890.  
Vol. 26, p. 426.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

Improving harbor at Rockland, Maine: Continuing improvement, thirty-seven thousand five hundred dollars.	<span style="float: right;">River and harbor appropriations.  Harbors.  Rockland, Me.</span>
Improving harbor at York, Maine: Continuing improvement, ten thousand dollars.	<span style="float: right;">York, Me.</span>
For the construction of a breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, fifty thousand dollars.	<span style="float: right;">Mount Desert breakwater, Me.</span>
Improving harbor at Portland, Maine: Continuing improvement, forty thousand dollars.	<span style="float: right;">Portland, Me.</span>
Improving harbor at Camden, Maine: Continuing improvement, six thousand dollars.	<span style="float: right;">Camden, Me.</span>
Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand dollars.	<span style="float: right;">Back Cove, Portland, Me.</span>

- Rockport, Me. Improving harbor at Rockport, Maine: Completing improvement, five thousand dollars.
- Mooseabec bar, Me. Improving Moose-a-bec Bar, Maine: Continuing improvement, fifteen thousand dollars.
- Belfast, Me. Improving harbor at Belfast, Maine: Ten thousand dollars.
- Portsmouth, N. H. Improving Portsmouth Harbor, New Hampshire, by removing Pier Rock to depth of twelve feet at mean low water: To complete improvement, thirteen thousand dollars.
- Little Harbor, N. H. Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, forty thousand dollars.
- Burlington, Vt. Improving harbor at Burlington, Vermont: For repairs, twenty thousand dollars.
- Gordon's Landing, Vt. Improving harbor at Gordon's Landing, Lake Champlain, Vermont: To complete breakwater, six thousand dollars.
- Boston, Mass. Improving harbor at Boston, Massachusetts: Continuing improvement, one hundred and forty-five thousand dollars, of which sum seven thousand dollars to be used in widening Nantasket Beach Channel; twenty-five thousand dollars in extending main ship channel from its termination at the southeast corner of Grand Junction Wharf eastwardly toward Jeffrey's Point, and twenty thousand dollars for continuing improvement of Charles River: *Provided*, That no expenditure, of said twenty thousand dollars shall be made until the draws in the Arsenal street and Market street bridges, shall be made to conform to the projected channel without cost to the United States.
- Proviso.
- Arsenal and Market streets bridge draws.
- Lynn Mass. Improving harbor at Lynn, Massachusetts: Continuing improvement, fifteen thousand dollars, and the engineers in charge shall expend the whole or part of this appropriation, at their discretion within the lines of the Harbor Commissioners.
- Nantucket, Mass. Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.
- Newburyport, Mass. Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars.
- Plymouth, Mass. Improving harbor at Plymouth, Massachusetts: Continuing improvement and repairs of work on Long Beach, eight thousand dollars.
- Provincetown, Mass. Improving harbor at Provincetown, Massachusetts: Completing existing project, seven thousand five hundred dollars.
- Scituate, Mass. Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.
- Gloucester, Mass. Improving harbor, at Gloucester, Massachusetts: Continuing improvement, fifteen thousand dollars.
- Wareham, Mass. Improving harbor at Wareham, Massachusetts: Continuing improvement, five thousand dollars.
- New Bedford, Mass. Improving harbor at New Bedford, Massachusetts: Continuing improvement, ten thousand dollars.

Improving harbor at Hingham, Massachusetts: Continuing improvement, five thousand dollars. Hingham, Mass.

Improving harbor at Winthrop, Massachusetts: Continuing improvement, five thousand dollars. Winthrop, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, eight thousand dollars. Hyannis, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, ten thousand dollars. Vineyard Haven, Mass.

Improving harbor at Wellfleet, Massachusetts: Continuing improvement, four thousand dollars. Wellfleet, Mass.

Improving national harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars. Sandy Bay, Mass.

Improving harbor at Manchester, Massachusetts: Continuing improvement, five thousand dollars. Manchester, Mass.

Improving Martha's Vineyard inner harbor at Edgartown, Massachusetts, for dredging, two thousand dollars. Martha's Vineyard, Mass.

Improving Salem Harbor, including South River, Massachusetts, fourteen thousand dollars. Salem, Mass.

Improving Stage Harbor at Chatham, Massachusetts, five thousand dollars. Stage Harbor, Mass.

Improving Westport Harbor and East and West Branch of Westport River, Massachusetts, one thousand dollars, to be applied in extending the jetty on Horse Neck Point and to dredging in Westport Harbor. Westport, Mass.

Improving harbor at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars; and the wharf on the land side of the inner harbor is hereby conveyed to the town of New Shoreham for the public use of said town; but no tolls or charges shall ever be exacted for the use of said wharf by public vessels of the United States or freight carried in such vessels. Block Island, R. I.  
Conveyance to New Shoreham of wharf.  
Wharf tolls, etc.

Improving harbor at Newport, Rhode Island: Continuing improvement, twelve thousand five hundred dollars. Newport, R. I.

Improving harbor at Greenwich Bay, Rhode Island: To complete, two thousand dollars. Greenwich Bay, R. I.

Improving cove near southeast extremity of Coaster's Harbor Island, Rhode Island, and water-way between said island and Rhode Island, to complete, five thousand five hundred dollars. Coaster Harbor Island, R. I.

Constructing national harbor of refuge at or near Point Judith, Rhode Island: Commencing construction, seventy-five thousand dollars. Point Judith, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, twenty thousand dollars, of which fifteen thousand dollars shall be expended in constructing breakwater between the Tongue and inner beacon, and five thousand dollars to complete improvement above the bridge. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars. Black Rock, Conn.

Constructing breakwaters at New Haven, Connecticut, in accordance with the plans submitted by Chief of Engineers in report for eighteen hundred and eighty- New Haven, Conn.

nine, page six hundred and seventy-eight: Continuing improvement, one hundred and twenty thousand dollars.

Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.

Norwalk, Conn. Improving harbor at Norwalk, Connecticut: Completing improvement, four thousand dollars.

Wilson's Point, Conn. Improving harbor at Wilson's Point, Connecticut: For widening and deepening channel, thirty thousand dollars.

Stonington, Conn. Improving harbor at Stonington, Connecticut: Continuing improvement, twelve thousand five hundred dollars.

Stamford, Conn. Improving harbor at Stamford, Connecticut: Completing improvement, five thousand dollars.

Five mile River, Conn. Improving harbor at Five Mile River, Connecticut: Continuing improvement, five thousand dollars.

Milford, Conn. Improving harbor at Milford, Connecticut: Completing improvement, two thousand five hundred dollars.

Duck Island, Conn. Improving harbor of refuge, Duck Island Harbor, on Long Island Sound, Connecticut: twenty-five thousand dollars.

Clinton, Conn. Improving harbor at Clinton, Connecticut: Continuing improvement, three thousand five hundred dollars.

Buffalo, N. Y. Improving harbor at Buffalo, New York: Continuing improvement, three hundred thousand dollars, for continuance of concrete construction and repairs and extension of breakwater.

Rouse Point, N. Y. Improving breakwater at Rouse's Point, New York: Continuing improvement, fifteen thousand dollars.

Canarsie Bay, N. Y. Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.

Charlotte, N. Y. Improving harbor at Charlotte, New York: Continuing improvement twenty-five thousand dollars.

Dunkirk, N. Y. Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.

Flushing Bay, N. Y. Improving harbor at Flushing Bay, New York: Continuing improvement, twenty thousand dollars.

Gowanus Bay, N. Y. Improving channel at Gowanus Bay, New York: Continuing improvement, by deepening to twenty-one feet mean low water and widening the channel to four hundred feet on the northerly side from the foot of Percival street, along the wharves to the twenty-three foot curve, opposite the entrance to the Erie Basin, sixty thousand dollars.

Improving Bay Ridge Channel in Gowanus Bay, New York Harbor, by dredging out and opening the same from a point at its junction with the Gowanus Creek Channel (near Twenty-eighth street), southerly therefrom along and in front of Gowanus Bay and Bay Ridge to a point where the said Bay Ridge Channel so to be opened encounters a twenty-one foot contour or depth of water, so that the channel so to be opened shall be of a uniform depth of twenty-one feet and width of

four hundred feet at low water, one hundred thousand dollars.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, ten thousand dollars. Great Sodus Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, thirteen thousand dollars. Little Sodus Bay, N. Y.

Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars. Greenport, N. Y.

Improving harbor at Oak Orchard, New York: Continuing improvement, five thousand dollars. Oak Orchard, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, forty-two thousand dollars, including new project. Ogdensburg, N. Y.

Improving harbor at Olcott, New York: Continuing improvement, thirty thousand dollars. Olcott, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, thirty thousand dollars. Oswego, N. Y.

Improving harbor at Rondout, New York: Repairing existing works, five thousand dollars. Rondout, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, seventy-five thousand dollars. Tonawanda, N. Y.

Improving New York Harbor, New York: Completing improvement, one hundred and sixty thousand dollars. New York, N. Y.

Improving harbor at Saugerties, New York: Continuing improvement, ten thousand dollars. Saugerties, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars. Port Chester, N. Y.

Improving harbor at Glen Cove, New York: Continuing improvement, fifteen thousand dollars. Glen Cove, N. Y.

Improving harbor at Pultneyville, New York, two thousand dollars. Pultneyville, N. Y.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars. Staten Island channel, N. Y. and N. J.

Improving Arthur Kill, between Staten Island and the New Jersey shore, New York and New Jersey: Dredging and straightening channel near Staten Island Bridge, and removing the point of land westerly of same, seven thousand dollars. Arthur Kill, N. Y. and N. J.

Improving harbor at Port Jefferson Inlet on the project to give a channel ten feet deep and two hundred feet wide, twenty-five thousand dollars. Port Jefferson Inlet, N. Y.

Improving harbor at Plattsburgh, New York: For repairs and extension of breakwater, to complete, thirty-two thousand five hundred dollars. Plattsburgh, N. Y.

Improving harbor at Larchmont, on Long Island Sound, New York: five thousand dollars. Larchmont, N. Y.

Improving harbor at Huntington, Long Island, New York, ten thousand dollars. Huntington, N. Y.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half Raritan Bay, N. J.

of which may be used in dredging bar between South Amboy and Great Beds Light.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, forty thousand dollars.

Philadelphia,  
Pa. and N. J.

Improving the harbor of Philadelphia: For removal of Smith's Island and Windmill Island, in the State of Pennsylvania, and Petty's Island, in the State of New Jersey, or such parts of them and the shoals adjacent thereto as may be required, and for the improvement of the harbor between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, two hundred thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for the work required for the

*Provisos.*

Delaware  
River con-  
tracts.

improvement of the Delaware River between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, according to the plan reported by the Board of Engineers and transmitted to Congress April seventh, eighteen hundred and eighty-eight, and printed as House Executive Document two hundred and sixty, Fiftieth Congress, first session, or such modifications thereof as may be determined upon by the Secretary of War: *Provided*, That the cost of the improvement shall not be thereby increased, to be paid for as appropriations may from time to time be made by law.

Limit of cost,  
etc.

Marcushook,  
Pa.

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, five thousand dollars.

Delaware  
Breakwater,  
Del.

Improving Delaware Breakwater, Delaware: Continuing improvement, eighty thousand dollars.

Newcastle,  
Del.

Improving ice-harbor at New Castle, Delaware: Completing improvement, eight thousand one hundred dollars.

Wilmington,  
Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, thirty thousand dollars.

Commission  
to report on  
permanent im-  
provement.

The Secretary of War is directed to appoint a commission of three persons, one of whom shall be a civil engineer of experience in the improvement of rivers and harbors, who shall proceed to make an accurate survey of the tidal streams which form the harbor of Wilmington, Delaware, making all necessary observations to obtain all the data required for a plan for the permanent improvement of the harbor to suit the present and prospective wants of commerce and navigation; and that said commissioners shall, as soon as possible, make to the Secretary of War a report, submitting with it a plan for the improvement of said harbor.

Baltimore,  
Md.

Improving harbor at Baltimore, Maryland: Continuing improvement, three hundred and forty thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for the completion of the existing project, or any part of same, to be paid for as appropriations may from time to time be made by law.

*Proviso.*  
Contracts.

Breton Bay,  
Md.

Improving harbor at Breton Bay, Maryland: Continuing improvement, five thousand dollars.



Improving harbor at Cambridge, Maryland: Continuing improvement, five thousand dollars. Cambridge, Md.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred and fifty thousand dollars, fifty thousand dollars of which shall be expended in improving the approach to the inner harbor and the United States navy-yard at Norfolk, by increasing anchorage between Lambert's Point and Fort Norfolk. Norfolk, Va.

Improving harbor at Cape Charles City and approaches by Chenton Inlet, Virginia: Twenty-five thousand dollars, for dredging only. Cape Charles City, Va.

Improving harbor at Onancock, Virginia, six thousand dollars. Onancock, Va.

Improving harbor at Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars. Beaufort, N. C.

Improving the inland water-way between Beaufort and New River, North Carolina: Continuing improvement, fifteen thousand dollars. Waterway, Beaufort to New River, N. C.

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, three hundred and seventy thousand dollars, of which five thousand dollars shall be expended on Mount Pleasant shore of inner harbor of Charleston, South Carolina. Charleston, S. C.

Improving harbor at Georgetown, South Carolina: Continuing improvement, eight thousand dollars. Georgetown, S. C.

Improving Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars. Winyaw Bay, S. C.

Improving harbor at Brunswick, Georgia: Continuing improvement, thirty-five thousand dollars. Brunswick, Ga.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars. Cumberland Sound, Ga. and Fla.

Improving harbor at Savannah, Georgia: Continuing improvement on extended project, three hundred and fifty thousand dollars. Savannah, Ga.

Improving harbor at Darien, Georgia: twenty-five thousand dollars. Darien, Ga.

Improving harbor at Apalachicola Bay and the mouth of the river, Florida: Continuing improvement, twenty thousand dollars. Apalachicola Bay, Fla.

Improving harbor at Cedar Keys, Florida: Continuing improvement, two thousand five hundred dollars, a part of which may be expended at Derrick Island Gap on the inside channel from Suwanee River. Cedar Keys, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, twenty-five thousand dollars. Pensacola, Fla.

Improving harbor at Tampa Bay, Florida: Continuing improvement, twenty-five thousand dollars. Tampa Bay, Fla.

Improving entrance to harbor at Key West, Florida, forty thousand dollars. Key West, Fla.

Improving, dredging, and deepening the channel of Charlotte Harbor and Pease Creek, Florida, to the pier at Punta Gorda, the terminus of the Florida Southern Railroad, thirty-five thousand dollars. Charlotte Harbor, Fla.

St. Augustine, Fla.

Improving harbor at Saint Augustine, Florida: To complete protection from erosion, according to the estimate of Captain W. M. Black under date of May twenty-fourth, eighteen hundred and ninety, twenty thousand dollars.

Mobile, Ala.

Improving harbor at Mobile, Alabama, up to the mouth of Chickasabogue Creek: Continuing improvement, three hundred and fifty thousand dollars.

Biloxi, Miss.

Improving harbor at Biloxi, Mississippi: Continuing improvement, nine thousand dollars.

Calcasieu River, La.

Improving mouth and passes of Calcasieu River, Louisiana, according to the plan reported by Major W. H. Heuer Corps of Engineers, in eighteen hundred and eighty-six, and confirmed by Captain W. L. Fisk, Corps of Engineers, in his report of November, eighteen hundred and eighty-eight, seventy-five thousand dollars.

Sabine Pass, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, three hundred thousand dollars, and of this amount the Secretary of War may, in his discretion, use fifty thousand dollars, or so much of said fifty thousand dollars as may be necessary, for dredging.

Galveston, Tex., ship channel.

Improving and maintaining ship-channel in Galveston Bay, Texas, from Bolivar Channel through Morgan's Cut and Morgan's Channel constructed through Morgan's Point to the San Jacinto River, forty thousand dollars.

Galveston, Tex.

Improving entrance to Galveston Harbor, Texas: Continuing improvement, five hundred thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and works as may be necessary to carry out the plan contained in the report of the Chief of Engineers for eighteen hundred and eighty-six for the improvement of that harbor, to be paid for as appropriations may from time to time be made by law.

*Provido.*  
Contracts.

Ashtabula, Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvement, forty thousand dollars.

Black River (Lorain), Ohio.

Improving harbor at mouth of Black River, Ohio: Continuing improvement, twelve thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, seventy-five thousand dollars.

Fairport, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, thirty thousand dollars, of which eight thousand seven hundred dollars may in the discretion of the Secretary of War be expended in dredging and deepening the channel of Grand River from its mouth to the new docks on the west side of the same.

The owners of dock property abutting on the East Government pier on Grand River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies north of the inner shore-line represented on map in the report of the Chief of Engineers of eighteen hundred and eighty-one, on prepayment of such rent therefor and under such limitations as to time and use and such other conditions of such right as shall be

prescribed by the Secretary of War and always revocable by him, or by Congress.

Improving harbor at Huron, Ohio: Continuing improvement, in amended project to give sixteen feet depth at low water, sixteen thousand dollars. The owners of dock property abutting on the old Government pier on the east side of Huron River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies south of the shore line of Lake Erie, under such limitations as to time and use as shall be approved by the Secretary of War said right to be always revocable by him or Congress and in consideration thereof the owners of such dock property shall, at their own proper cost and expense, sufficiently repair, renew, and protect the portion of said pier south of said shore line, and do all necessary dredging in Huron River in front thereof; all such repairs, renewals, and dredging to be done under the supervision of the Chief Engineers of the United States Army.

Huron, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, forty-five thousand dollars.

Sandusky, Ohio.

Improving harbor at Toledo, Ohio: Continuing improvement, two hundred thousand dollars.

Toledo, Ohio.

Improving harbor at Toledo, Ohio: For clearing the old channel, five thousand dollars.

For ice-harbor at the mouth of Muskingum River, Ohio: For repairs, thirty thousand dollars.

Muskingum River, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, three thousand dollars.

Port Clinton, Ohio.

Improving harbor at Vermillion, Ohio: For preservation of piers, two thousand dollars.

Vermillion, Ohio.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, fifty thousand dollars.

Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Continuing improvement, seven thousand five hundred dollars, of which two thousand five hundred dollars may be expended for a new dump-scow.

Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars.

Calumet, Ill.

Improving harbor at Chicago, Illinois: Continuing improvement, one hundred thousand dollars.

Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, thirty-five thousand dollars.

Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, nine thousand dollars.

Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement, ten thousand dollars.

Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, seventy-five thousand dollars.

Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, fifty thousand dollars.

Grand Marais, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, fifty thousand dollars.

Manistee, Mich.

- Black Lake (Holland), Mich. Improving harbor at Black Lake, Michigan: Continuing improvement, ten thousand dollars.
- Monroe, Mich. Improving harbor at Monroe, Michigan: Continuing improvement, five thousand dollars.
- Muskegon, Mich. Improving harbor at Muskegon, Michigan: Continuing improvement, fifty thousand dollars, thirty-four thousand dollars of which to close gap as recommended by engineer in charge.
- Ontonagon, Mich. Improving harbor at Ontonagon, Michigan: Continuing improvement, ten thousand dollars.
- Pentwater, Mich. Improving harbor at Pentwater, Michigan: Continuing improvement, eight thousand dollars.
- Portage Lake, Mich. Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, eight thousand dollars.
- Sand beach (Harbor Beach), Mich. Improving harbor of refuge at Sand Beach, Michigan: For repairs, custody, and control of harbor and dredging the same, thirty thousand dollars.
- St. Joseph, Mich. Improving harbor at Saint Joseph, Michigan: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be expended on the water channel leading to Benton Harbor.
- South Haven, Mich. Improving harbor at South Haven, Michigan: Continuing improvement, fifteen thousand dollars.
- White River (Lake), Mich. Improving harbor at White River, Michigan: Continuing improvement, seventeen thousand dollars.
- Marquette, Mich. Improving harbor at Marquette, Michigan: Continuing improvement, forty thousand dollars.
- Thunder Bay (Alpena), Mich. Improving harbor at Thunder Bay, Michigan: To restore fourteen-foot channel, five thousand five hundred dollars.
- Petoskey, Mich. Improving harbor at Petoskey, Michigan: For breakwater and harbor of refuge, fifteen thousand dollars.
- Vol. 27, p. 94.  
Post, p. 670.  
Ahnapee, Wis. Improving harbor at Ahnapee, Wisconsin: Continuing improvement, six thousand dollars.
- Green Bay, Wis. Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.
- Kenosha, Wis. Improving harbor at Kenosha, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars, two thousand five hundred dollars of the above appropriation to be expended in dredging the inner harbor.
- Kewaunee, Wis. Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.
- Manitowoc, Wis. Improving harbor at Manitowoc, Wisconsin: Completing improvement, eight thousand dollars; and the engineer in charge, with the approval of the Secretary of War, may use such part of the above appropriation in the construction of an outer breakwater as he may deem proper.
- Milwaukee, Wis. Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, eighty thousand dollars.
- Improving harbor at Milwaukee, Wisconsin: Continuing improvement, six thousand dollars.
- Port Washington, Wis. Improving harbor at Port Washington, Wisconsin: Continuing improvement, three thousand dollars.

Improving harbor at Racine, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars. Racine, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, sixty-five thousand dollars. Superior and St. Louis bays, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars. Sheboygan, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement, sixty thousand dollars. Ashland, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars. Two Rivers, Wis.

Improving Sturgeon Bay Canal harbor of refuge: For maintenance of channel and piers, three thousand dollars. Sturgeon Bay Canal.

Improving Minnesota Point at Superior, Wisconsin: For the preservation of said point and the protection of the harbor at Superior Bay by the construction of sand fences, four thousand eight hundred and ninety-five dollars. Minnesota Point, Wis.

Improving harbor at Duluth, Minnesota: Continuing improvement, one hundred thousand dollars, of which sum forty thousand dollars shall be expended on the harbor basin and new channel east of Rice's Point and in the preservation and maintenance of the canal and piers at the harbor entrance, and sixty thousand dollars shall be expended on the channel west of Rice's Point and from thence along the northern shore of Saint Louis Bay to Grassy Point. Duluth, Minn.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, twenty-two thousand three hundred and fifty dollars. Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, twenty-five thousand dollars. Agate Bay, Minn.

Improving harbor at Humboldt, California: Continuing improvement, eighty thousand dollars. Humboldt, Cal.

Improving harbor at Oakland, California: Continuing improvement, two hundred and fifty thousand dollars, one half of which may, in the discretion of the Secretary of War, be expended in dredging the entrance to the harbor. Oakland, Cal.

Improving harbor at Wilmington, California: Continuing improvement, thirty-four thousand dollars. Wilmington, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars. San Luis Obispo, Cal.

Improving harbor at San Diego, California, sixty thousand five hundred dollars, of which sum five hundred dollars shall be expended for repairs, eight thousand dollars for dredging, and the remainder to commence construction of jetty on Zuninga Shoals. San Diego, Cal.

That the Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine the Pacific Coast between Points Duma [Dume] and Capistrano with a view to determining the best location for a Location, etc., of deep-water harbor, between points Dume and Capistrano, Pacific coast.

Report, etc. deep-water harbor. The said board shall report to the Secretary of War a project for said harbor, with the estimated cost of the same, who shall lay said report before Congress at its next session, with the views of the commission and of the Chief of Engineers of the United States Army thereon; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for the purpose.

Coos Bay, Oreg. Improving entrance to harbor at Coos Bay, Oregon: Continuing improvement, one hundred and twenty-five thousand dollars.

Yaquina Bay, Oreg. Improving harbor at Yaquina Bay, Oregon: Continuing improvement, one hundred and sixty-five thousand dollars.

Tillamook Bay, Oreg. Improving harbor at Tillamook Bay, Oregon: Completing improvement, five hundred dollars.

Nehalem Bay, Oreg. Improving entrance to harbor at Nehalem Bay, Oregon, ten thousand dollars for commencement of jetty construction.

Board to report on reduced project, etc., for harbor of refuge at Port Orford, Oreg. The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it shall be to re-examine the harbor at Port Orford, in the State of Oregon, with a view of minimizing the project and estimates of the proposed improvement for a harbor of refuge at that point to such proportions as will largely reduce the original estimate of the cost of such improvement heretofore made under the direction of the Secretary of War in pursuance of the previous action of Congress, and to report to the Secretary of War, on or before the first Monday of December next, the result of such re-examination, together with the reduced estimate of the cost of such improvement, in the event that such board shall determine that the same can be made on a less expensive scale than originally recommended, and the cost of such re-examination and re-estimate shall be paid by the Secretary of War out of the one hundred and fifty thousand dollars heretofore appropriated for the commencement of a breakwater at such point: *Provided, however,* That such expense shall not exceed the sum of five thousand dollars.

*Proviso.*  
Limit of cost.

Purchase of Portage Lake and River Improvement Co. Canal and Lake Superior Ship Canal, Railway, and Iron Co. Canal, etc., Mich. For the purchase of the two canals known as the Portage Lake and River Improvement Company Canal, from Keweenaw Bay to Portage Lake, and the Lake Superior Ship-Canal, Railway, and Iron Company Canal, from Portage Lake to Lake Superior, being the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, by way of the Portage River and Lake and the artificial cut made by said companies to render them available to commerce and navigation, together with the works of improvement on Portage Lake; the harbor works upon Lake Superior and Keweenaw Bay, with all lands and franchises connected therewith, free from all incum-

<p>branches, three hundred and fifty thousand dollars: <i>Provided</i>, That for the purpose of preserving and continuing the use and navigation of said canals, the sum of ten thousand dollars for each of the present and the next fiscal year be appropriated, out of any money in the Treasury not otherwise appropriated, or so much thereof as may be necessary, to pay the actual expenses of operating and keeping said canals in repair; and that an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers: <i>And provided further</i>, That no money appropriated for this purpose shall be available until a valid title to all of said premises shall be vested in the United States, nor until the State of Michigan shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process on the lands and right of way so conveyed. The balance of the appropriation, to wit, five thousand one hundred and twenty-eight dollars and seventy cents, for examination of Portage Lake and Lake Superior Ship Canals, contained in the river and harbor act of August fifth, eighteen hundred and eighty-six, is hereby made available for each and every purpose connected with the establishment of new harbor lines in Portage Lake under the provisions of the act of June twentieth, eighteen hundred and ninety, authorizing and directing said establishment.</p>	<p><i>Provisos.</i> Operating, etc., expenses.</p>
<p>Improving Bagaduce River, Maine: Continuing improvement, four thousand dollars.</p>	<p>Report.</p>
<p>Improving Penobscot River, Maine: Continuing improvement, and for dredging near Stern's mill, twenty-five thousand dollars.</p>	<p>Title.</p>
<p>Improving Narragausus River, Maine: Continuing improvement, seven thousand five hundred dollars.</p>	<p>Jurisdiction.</p>
<p>Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars.</p>	<p>Available balance.</p>
<p>Improving Saco River, Maine: Continuing improvement, including breakwater and the construction of a proposed jetty opposite the same, sixty-five thousand dollars: <i>Provided</i>, That the whole of said sum may be used in the discretion of the Secretary of War in the construction of said proposed jetty.</p>	<p>Vol. 24, p. 325. <i>Ante</i>, p. 455. Vol. 26, p. 163. <i>Ante</i>, p. 543.</p>
<p>Improving Harrisseket River, Maine, ten thousand dollars.</p>	<p>Bagaduce River, Me.</p>
<p>Improving Saint Croix River, Maine, thirty-five thousand dollars; but upon the condition that the Government of the Dominion of Canada shall expend a like sum in the improvement of said river.</p>	<p>Penobscot River, Me.</p>
<p>Improving Kennebank River, Maine, at or near its mouth, twenty thousand dollars, the entire amount to be expended in repairs if necessary.</p>	<p>Narragausus River, Me.</p>
<p>Improving Pleasant River, Maine: To complete improvement, three thousand five hundred dollars.</p>	<p>Kennebec River, Me.</p>
	<p>Saco River, Me.</p>
	<p><i>Proviso.</i></p>
	<p>Jetty.</p>
	<p>Harrisseket River, Me.</p>
	<p>St. Croix River, Me. Conditional.</p>
	<p>Kennebank River, Me.</p>
	<p>Pleasant River, Me.</p>

- Bellamy River, N. H. Improving Bellamy River, New Hampshire: Continuing improvement, ten thousand dollars.
- Cocheco River, N. H. Improving Cocheco River, New Hampshire, twenty-five thousand dollars.
- Otter Creek, Vt. Improving Otter Creek, Vermont: Continuing improvement five thousand dollars.
- Powow River, Mass. Improving Powow River, Massachusetts: Continuing improvement, five thousand dollars: *Provided*, That this sum shall not be expended until the towns of Amesbury and Salisbury, or either of them, shall have caused such a draw to be placed in the present bridge over said river as may be approved by the Secretary of War.
- Draw in bridge. Improving Taunton River, Massachusetts: Continuing improvement, seven thousand dollars.
- Taunton River, Mass. Improving Merrimac River at Mitchell's Falls, Massachusetts: Continuing improvement, ten thousand dollars.
- Merrimac River, Mass. Vol. 27, p. 96. *Post*, p. 623. Improving Weymouth River, Massachusetts: ten thousand dollars.
- Weymouth River, Mass. Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars.
- Pawtucket River, R. I. Improving Providence River and Narragansett Bay, Rhode Island, Continuing improvement, fifty thousand dollars.
- Providence River, R. I. Improving Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, twenty-five thousand dollars.
- Pawcatuck River, R. I. Improving Pawcatuck River, Rhode Island: Completing improvement, sixteen thousand six hundred dollars.
- Connecticut River, Conn. Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twelve thousand five hundred dollars.
- Housatonic River, Conn. Improving Housatonic River and for breakwater, Connecticut: Continuing improvement, thirty-five thousand dollars.
- Thames River, Conn. Improving Thames River, Connecticut, Continuing improvement, twenty thousand dollars, which may be expending at any point between Norwich and New-London.
- Mystic River, Conn. Improving Mystic River, Connecticut, ten thousand dollars.
- Hudson River, N. Y. Improving Hudson River, New York: Continuing improvement, one hundred and fifty thousand dollars.
- Newtown Creek, N. Y. Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-five thousand dollars, one-fourth of said sum to be expended on the main branch of said creek between Maspeth avenue and Metropolitan avenue, and one-fourth of said sum to be expended on the English Kills Branch of said creek.
- East River, N. Y. Improving East River and Hell Gate, New York: Removing obstructions, two hundred thousand dollars.
- Harlem River, N. Y. Improving Harlem River, New York: Continuing improvement, two hundred and fifty thousand dollars; and the Secretary of War is directed to cause the low bridges now crossing said Harlem River to be replaced by other



bridges at the expense of the owners thereof as soon as the necessary legislation, if any such legislation be necessary, shall have enabled the change in grade to the approaches of said bridges, thus required, to be made, the owners of said bridges being allowed a reasonable time in which to complete the work necessary for said approaches. Said bridges shall leave a clear space, between the under sides thereof and the high water of spring tides, of twenty-four feet, and shall be provided with draw-spans and draws of the width and length to be determined by the Secretary of War, and shall in all respects comply with this law and conform to the requirements of the Secretary of War: *Provided*, That the Secretary of War shall prescribe the times and regulations for the opening and operating of the draws in said bridges, but said draws shall not be opened except for vessels propelled by steam with or without vessels in tow; nor shall they be required to be opened at any times other than between ten o'clock in the forenoon and five o'clock in the afternoon.

Vol. 29, p. 216.  
*Post*, p. 764.  
Legislation.  
Approaches.

Height of  
bridges.

Draw spans  
and draws.

*Proviso.*

Opening of  
draws for  
steam vessels  
only.

Time limit.

Improving Grass River, New York: Completing improvement, six thousand dollars.

Grass River,  
N. Y.

Improving Great Chazy River, New York, from its mouth on Lake Champlain to Champlain Village, ten thousand dollars.

Great Chazy  
River, N. Y.

Improving Patchogue River, New York, fifteen thousand dollars.

Patchogue  
River, N. Y.

Improving Ticonderoga River, New York: Continuing improvement two thousand dollars.

Ticonderoga  
River, N. Y.

Improving Wappinger's Creek, New York, from the falls to its mouth, thirteen thousand dollars.

Wappinger  
Creek, N. Y.

Improving Brown's Creek, Sayville, Long Island, New York, twelve thousand dollars.

Brown's  
Creek, N. Y.

Improving shoal between Sister Islands and the Cross over light, Saint Lawrence River, New York, five thousand dollars.

Shoal in St.  
Lawrence River,  
N. Y.

Improving Passaic River above Newark, New Jersey: Continuing improvement, five thousand one hundred dollars, one thousand five hundred dollars of which, or so much thereof as may be necessary, shall be expended in making an examination and survey of said river.

Passaic River  
above Newark,  
N. J.

Improving Maurice River, New Jersey: Continuing improvement, eight thousand dollars.

Maurice River,  
N. J.

Improving Passaic River below Newark, New Jersey: Continuing improvement, forty thousand dollars.

Passaic  
River below  
Newark, N. J.

Improving Raritan River, New Jersey: Continuing improvement, fifty thousand dollars.

Raritan,  
River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars, one-half of which shall be expended on the South Branch.

Shrewsbury  
River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars.

South River,  
N. J.

Improving Squan [Manasquan] River, New Jersey, by the removal of obstructions placed by the Government at the mouth of said river, if, in the discretion of the Secre-

Squan (Man-  
asquan) River,  
N. J.

tary of War, the same should be done, two thousand dollars.

Shoal Harbor and Compton Creek, N. J. Improving Shoal Harbor and Compton's Creek, New Jersey, so as to give a channel four feet deep at mean low water, five thousand dollars.

Elizabeth River, N. J. Improving Elizabeth River, New Jersey, five thousand dollars.

Matawan Creek, N. J. Improving Mattawan Creek, New Jersey, two thousand five hundred dollars.

Alloway Creek, N. J. Improving Alloway Creek, New Jersey, six thousand dollars.

Allegheny River, Pa. Improving Allegheny River, Pennsylvania: Continuing improvement, twenty thousand dollars.

Schuylkill River, Pa. Improving Schuylkill River, Pennsylvania: Continuing improvement, forty-five thousand dollars.

Delaware River, Pa., and N. J. Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement, from Trenton to its mouth, two hundred and fifty thousand dollars, ten thousand dollars of which shall be expended in continuing improvement on the Rancocas River, one of the tidal tributaries of said river.

Herr Island dam, Allegheny River, Pa. For continuing construction of the dam at Herr's Island in Allegheny River, near Pittsburgh, Pennsylvania, thirty-five thousand dollars.

Upon condemnation, etc., of Lock and Dam No. 7, etc., purchase of Lock and Dam No. 6, etc., from Monongahela Navigation Co., authorized. Vols. 25, p. 411; 28, pp. 348, 973; 29, pp. 217, 218. Ante, p. 497; post, pp. 691, 735, 766.

That whenever the proceedings commenced by the United States against the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania to condemn lock and dam number seven constituting a part of the improvement in water communication in the Monongahela River between Pittsburgh in the State of Pennsylvania, and a point at or near Morgantown in the State of West Virginia, shall be finally determined, and the United States shall have acquired the title to said lock and dam number seven and its appurtenances, the Secretary of War be, and he is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-two thousand dollars, lock and dam number six and its appurtenances, of the Monongahela Navigation Company, also constituting a part of said improvement. And the sum of one hundred and sixty-two thousand dollars [<sup>a</sup>], or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be

Appropriation for purchase.

<sup>a</sup> Both of the appropriations (viz, \$162,000 for purchase and \$5,000 for expenses of condemnation proceedings) made by this act for acquisition of Lock and Dam No. 6 were carried to the surplus fund. All of the property of the company on this river, including Lock and Dam No. 6, was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including \$5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7), being \$3,769,073.88, of which \$3,761,615.46 was the award in condemnation.

paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number six and its appurtenances, of the said Monongahela Navigation Company.

In the event of the inability of the Secretary of War to make voluntary purchase of said lock and dam number six and its appurtenances for said sum of one hundred and sixty-two thousand dollars, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number six and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars [<sup>a</sup>], or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number six and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation for certain public work on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Condemnation proceedings on failure to purchase.

Proviso. Estimating value.

Operating expenses.

Vol. 23, p. 147. *Ante*, p. 415.

<sup>a</sup> Both of the appropriations (viz, \$162,000 for purchase and \$5,000 for expenses of condemnation proceedings) made by this act for acquisition of Lock and Dam No. 6 were carried to the surplus fund. All of the property of the company on this river, including Lock and Dam No. 6, was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including \$5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7), being \$3,769,073.88, of which \$3,761,615.46 was the award in condemnation.

- Ohio River, Pa. Improving the Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania, at such locality as the Secretary of War may consider most advantageous, two hundred and fifty thousand dollars.
- Appoquinnimink River, Del. Improving Appoquinnimink River and the mouth of the same, Delaware, five thousand dollars.
- Smyrna River, Del. Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.
- Choptank River, Md. Improving Choptank River, Maryland: Continuing improvement, seven thousand five hundred dollars.
- Susquehanna River, Md. and Pa. Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, four thousand dollars, to be expended above the Philadelphia, Wilmington and Baltimore Railroad Bridge.
- Fairlee Creek, Md. Improving Fairlee Creek or Inlet, Maryland: Continuing improvement, five thousand dollars.
- Patuxent River, Md. Improving Patuxent River, Maryland, continuing improvement, six thousand dollars.
- Wicomico River, Md. Improving Wicomico River<sup>a</sup>, Maryland, ten thousand dollars.
- Manokin River, Md. Improving Manokin River, Maryland, seven thousand five hundred dollars.
- Chester River, Md. Improving Chester River, Maryland, five thousand dollars, from Crumpton to Jones' Landing.
- Elk River, Md. Improving Elk River, Maryland, ten thousand dollars.
- Northeast River, Md. Improving North East River, Maryland, two thousand five hundred dollars.
- Potomac River, D. C. Improving Potomac River at Washington: Continuing improvement, two hundred and eighty thousand dollars, of which twenty thousand dollars, or so much thereof as may be necessary, may be expended on the channel in the Eastern Branch between the navy-yard and Giesborough Point.
- Appomattox River, Va. Improving Appomattox River, Virginia: Continuing improvement, fifteen thousand dollars.
- Chickahominy River, Va. Improving Chickahominy River, Virginia: Continuing improvement, two thousand five hundred dollars.
- James River, Va. Improving James River, Virginia: Continuing improvement, two hundred thousand dollars: *Provided*, That three thousand five hundred dollars of this amount, or so much thereof as may be necessary, may be expended in the discretion of the Secretary of War in removing the bar at the mouth of Turkey Island Creek or Bayou.
- Turkey Island Creek, Mattaponi River, Va. Improving Mattaponi River, Virginia: Continuing improvement, three thousand dollars, fifteen hundred dollars of which may be expended above Ayletts.
- Potomac River, Mt. Vernon, Va. Improving channel at Mount Vernon: To complete, two thousand five hundred dollars.
- Nomini Creek, Va. Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars.

<sup>a</sup> On the eastern shore.

Improving Pamunkey River, Virginia: Continuing improvement, three thousand dollars. Pamunkey River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, fifteen thousand dollars. Rappahannock River, Va.

Improving Staunton River, Virginia: Continuing improvement, eight thousand dollars on the consolidated project. Staunton River, Va.

Improving Urbana Creek: Continuing improvement, three thousand dollars. Urbana Creek, Va.

Improving York River, Virginia: Continuing improvement, thirty thousand dollars. York River, Va.

Improving by dredging and otherwise the inland water-way from Chincoteague Bay, Virginia to Delaware Bay at or near Lewes, Delaware, to be used from Chincoteague Bay to Delaware Bay: Continuing improvement, fifty thousand dollars, no part of which shall be expended until the right of way is secured free of cost to the United States. Waterway, Chincoteague Bay, Va., to Delaware Bay, Del.

Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars. Nansemond River, Va.

Improving Hampton Creek and Bar, Virginia: To complete improvement ten thousand dollars. Hampton Creek, Va.

Improving Occoquan Creek, Virginia: ten thousand dollars. Occoquan Creek, Va.

Improving Aquia Creek, Virginia: ten thousand dollars. Aquia Creek, Va.

Improving Big Sandy River, West Virginia and Kentucky: To complete improvement, thirty-one thousand dollars. Big Sandy River, W. Va. and Ky.

Improving Elk River, West Virginia: Continuing improvement two thousand five hundred dollars. Elk River, W. Va.

Improving Buchannon River, West Virginia: Continuing improvement, one thousand dollars. Buchannon River, W. Va.

Improving Great Kanawha River, West Virginia: Continuing improvement, three hundred thousand dollars. Kanawha River, W. Va.

Improving Guyandotte River, West Virginia: To complete improvement, two thousand dollars. Guyandotte River, W. Va.

Improving Little Kanawha River, West Virginia: To complete projected lock and dam, forty thousand dollars, but no toll shall be collected by any person or corporation for this improved navigation, and such right, if any exist, shall be relinquished in a manner satisfactory to the Secretary of War before the expenditure of any of the money herein appropriated for this work. Little Kanawha River, W. Va. Tolls prohibited.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Tug Fork of Big Sandy River, Kentucky and West Virginia: For snagging and the removal of other obstructions, two thousand five hundred dollars. Big Sandy River, Ky. and W. Va. Tug Fork.

Improving Levisa Fork of Big Sandy River, Kentucky: For snagging and the removal of other obstructions, two thousand five hundred dollars. Levisa Fork.

Improving Cheat River, West Virginia: To complete improvement, thirteen thousand dollars. Cheat River, W. Va.

- Cape Fear River, N. C. Above Wilmington. Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fifteen thousand dollars.
- At and below Wilmington. Improving Cape Fear River at and below Wilmington, North Carolina, one hundred and seventy thousand dollars.
- Contentnea Creek, N. C. Improving Contentnea Creek, North Carolina: Continuing improvement, seven thousand dollars.
- Water route, Currituck Sound, Norfolk, Va., to Albermarle Sound, N. C. Improving inland water route from Norfolk Harbor, Virginia, to Albermarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.
- Neuse River, N. C. Improving Neuse River, up to Smithfield, North Carolina: Continuing improvement, twenty thousand dollars.
- New River, N. C. Improving New River, North Carolina: Continuing improvement, five thousand dollars.
- Pamlico and Tar rivers, N. C. Improving Pamlico and Tar Rivers, including the Tar River from Tarboro to Little Falls, North Carolina: Continuing improvement, ten thousand dollars.
- Trent River, N. C. Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.
- Lumber River, N. C. and S. C. Improving Lumber River, North Carolina and South Carolina: Continuing improvement, five thousand dollars.
- Roanoke River, N. C. Improving Roanoke River, North Carolina: Continuing improvement, from its mouth to Clarksville, twenty-five thousand dollars.
- Yadkin River, N. C. Improving Yadkin River, North Carolina, up to Bailey's Ferry, North Carolina: Continuing improvement, five thousand dollars.
- Ocracoke Inlet, N. C. Improving Ocracoke Inlet, North Carolina, ninety thousand dollars.
- Mackey's Creek, N. C. Improving Mackey's Creek, North Carolina, fifteen thousand dollars to complete the project for nine feet depth of channel.
- Northeast (Cape Fear) River, N. C. Improving North East (Cape Fear) River, North Carolina, so far as to clean out its natural obstructions from Wilmington up to Kornegay's Bridge, five thousand dollars.
- Waterway, New River to Swansboro, N. C. Improving water way between New River and Swansboro, North Carolina, five thousand dollars.
- Lockwood Folly River, N. C. Improving Lockwood's Folly River, North Carolina, five thousand dollars.
- Fishing Creek, N. C. Improving Fishing Creek, North Carolina, from its mouth to Bellamy's Mill, so far as to remove its natural obstructions, ten thousand dollars: *Provided*, That no part of this sum shall be expended until the bridges over that part of said river to be improved have been removed or suitable draws have been provided in the same, so as not to obstruct the navigation of said river.
- Proviso.*
- Draws in bridges. Vols. 27, p. 100; 29, p. 220. *Post*, pp. 628, 769.
- Pasquotank River, N. C. Improving Pasquotank River, North Carolina, three thousand dollars.
- Edisto River, S. C. Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars, which shall be ex-

pended in equal sums in the north and south forks of said river.

Improving Great Pee Dee River, South Carolina: Continuing improvement, twelve thousand five hundred dollars. Great Pee Dee River, S. C.

Improving Salkiehatchie River, South Carolina: To complete existing project, five thousand dollars. Salkiehatchie River, S. C.

Improving Santee River, South Carolina: Continuing improvement, thirty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, as recommended by the engineer in charge of the improvement of said river. Santee River, S. C.

Improving Waccamaw River to Waccamaw Lake, North Carolina and South Carolina: Continuing improvement, twelve thousand five hundred dollars. Waccamaw River, N. C. and S. C.

Improving Wappoo Cut, South Carolina: Continuing improvement, ten thousand dollars. Wappoo Cut, S. C.

Improving Wateree River, South Carolina: Completing improvement, twelve thousand five hundred dollars: *Provided*, That no part of said appropriation shall be expended until the Wilmington, Columbia and Augusta Railroad Company and the Camden branch of the South Carolina Railway Company shall have built suitable draw-spans in their bridges over said river, to be approved by the Secretary of War. Wateree River, S. C.  
Proviso.  
Drawspan in bridges.

Improving Congaree River, South Carolina: Continuing improvement, five thousand dollars: *Provided*, That no part of said appropriation shall be expended until the South Carolina Railroad Company have built a suitable draw-span in its bridge over said river, to be approved by the Secretary of War. Congaree River, S. C.  
Proviso.  
Drawspan in bridge.

Improving Mingo Creek, South Carolina: Continuing improvement, five thousand dollars. Mingo Creek, S. C.

Improving Clark's River, South Carolina: Continuing improvement, two thousand five hundred dollars. Clark River, S. C.

Improving Little Pee Dee River, South Carolina: Continuing improvement, five thousand dollars. Little Pee Dee River, S. C.

Improving Beaufort River, South Carolina, or that part of it known as Brickyard Creek, at the point called Brickyard, near Coosaw Mouth, twelve thousand five hundred dollars. Beaufort River, S. C.

Improving Altamaha River, Georgia, Continuing improvement, fifteen thousand dollars. Altamaha River, Ga.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement twenty thousand dollars. Chattahoochee River, Ga. and Ala.

Improving the Coosa River in Georgia and Alabama, between Rome, in Georgia, and the East Tennessee, Virginia and Georgia Railroad Bridge, in Alabama: Continuing improvement under approved existing project, one hundred and fifty thousand dollars. Also for improving said river between Wetumpka, in Alabama, and said East Tennessee, Virginia and Georgia Railroad Bridge, work to be commenced at Wetumpka end, one Coosa River, Ga. and Ala.

- hundred and fifty thousand dollars, of which so much as may be necessary is authorized to be expended in acquiring, by purchase or condemnation under the laws of Alabama, the lands needed in making such improvement, as the same become necessary; such improvement to be made in harmony with the existing approved project for the improvement of the Coosa River between Rome and said bridge; locks to be forty feet wide and two hundred and ten feet between miter sills [<sup>a</sup>].
- Purchase, etc., of needed lands.** Improving Flint River, Georgia, Continuing improvement, twenty thousand dollars, of which five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand below Albany.
- Character of improvement.** Improving Ocmulgee River Georgia: Continuing and extending improvement, thirty thousand dollars, of which fifteen thousand dollars are to be expended between Macon and Hawkinsville and fifteen thousand dollars between Hawkinsville and its mouth.
- Locks. Vol. 27, p. 101.** Improving Oconee River, Georgia: Continuing and extending improvement, twenty-five thousand dollars, of which five thousand dollars are to be expended between Milledgeville and the Central Railroad Bridge.
- Flint River, Ga. Post, p. 629.** Improving the Savannah River, between Augusta and Savannah: Continuing improvement, twenty-five thousand dollars.
- Ocmulgee River, Ga.** Improving Jekyl Creek, Georgia: Continuing improvement, seven thousand five hundred dollars.
- Oconee River, Ga.** Improving Apalachicola River, Florida: To maintain existing works, including Lee's Slough, two thousand dollars.
- Savannah River, Ga.** Improving Choctawhatchie River, Florida and Alabama: Continuing improvement under existing projects, and to secure low-water navigation between Geneva and Newton, twelve thousand five hundred dollars: *Provided*, That no part of said sum shall be expended above Hollis's Bridge until a draw, approved by the Secretary of War, is put in said bridge.
- Jekyl Creek, Ga.** Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, seven thousand five hundred dollars.
- Apalachicola River, Fla.** Improving Manatee River, Florida: Continuing improvement, six thousand dollars.
- Choctawhatchie River, Fla. and Ala.** Improving Saint John's River, Florida, from Jacksonville to the ocean, including the channel over the bar at the mouth: Continuing improvement, one hundred and seventy thousand dollars.
- Proviso.** Improving Suwanee River, Florida: Continuing improvement, three thousand dollars, a part of which may be expended on the inside channel to Cedar Keys.
- Draw in Hollis's bridge.** Improving Volusia Bar, Florida: For repairs, five hundred dollars.
- Escambia and Conecuh rivers, Fla. and Ala.**
- Manatee River, Fla.**
- St. Johns River, Fla.**
- Suwanee River, Fla.**
- Volusia bar, Fla.**

<sup>a</sup> This restriction as to the size of the locks is repealed by the river and harbor act approved June 13, 1902.



Improving Withlacoochee River, Florida: Completing improvement, five thousand four hundred dollars.

Withlacoochee River, Fla.

Improving Caloosahatchee River, Florida: To complete improvement, three thousand six hundred dollars.

Caloosahatchee River, Fla.

Improving La Grange Bayou, Florida: Continuing improvement of Holmes River, three thousand dollars.

La Grange Bayou, Fla.

Improving Ocklawaha River, Florida, to Leesburgh on Lake Griffin, ten thousand dollars.

Ocklawaha River, Fla.

Improving Sarasota Bay, from Tampa Bay to Sarasota, Florida, as recommended by W. M. Black, captain of engineers, in his report of November twenty-seventh, eighteen hundred and eighty-nine, five thousand dollars.

Sarasota Bay, Fla.

Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.

Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, one hundred and fifty thousand dollars.

Black Warrior River, Ala.

Improving Tallapoosa River, Alabama: Maintaining existing works, four thousand dollars.

Tallapoosa River, Ala.

Improving Cahawba River, Alabama: The existing provision restricting the expenditure of the balance now available for the improvement of said river is hereby repealed, and said balance shall be expended in continuing the improvement thereof.

Cahaba River, Ala.

Available balance.

Vol. 24, p. 321.

Ante, p. 450.

Improving Tombigbee and Warrior Rivers, Alabama: Extending improvement so as to secure six feet draught at low water, from the mouth of Tombigbee River to Tuscaloosa, Alabama, one hundred thousand dollars, of which fifty-five thousand dollars to be expended on the Tombigbee and forty-five thousand dollars on the Warrior; so much of said sums as may be necessary is authorized to be expended in acquiring by purchase or condemnation under the laws of Alabama, the lands needed in making such improvements.

Tombigbee and Warrior rivers, Ala.

Acquisition of needed lands.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Extending improvement to secure six feet draught at low water, fifteen thousand dollars.

Tombigbee River, Ala. and Miss.

Improving Tombigbee River from Walker's Bridge to Fulton: Continuing improvement, four thousand dollars.

Improving Tombigbee River from Fulton to Vienna: Continuing improvement, six thousand dollars.

Improving Big Sunflower River Mississippi: Continuing improvement, five thousand dollars, of which one thousand five hundred dollars is to be used between Woodburn and Lehrton.

Big Sunflower River, Miss.

Improving Noxubee River, Mississippi: Continuing improvement, three thousand dollars.

Noxubee River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars.

Pascagoula River, Miss.

Improving Pearl River, Mississippi, between Edinburg and Carthage: To complete improvement, five thousand dollars.

Pearl River, Miss.

Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, three thousand dollars.

Improving Pearl River, Mississippi, below Jackson: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be used for dredging at the mouth.

Steele Bayou, Miss. Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.

Tallahatchie River, Miss. Improving Tallahatchie River, Mississippi: Continuing improvement, five thousand dollars.

Tchula Lake, Miss. Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.

Yazoo River, Miss. Improving Yazoo River Mississippi Continuing improvement, twenty-five thousand dollars, of which five thousand dollars, or so much as may be necessary, shall be used in making a survey of the Yazoo River from the

Survey, etc. bridge of the Louisville, New Orleans and Texas Railway to its mouth, for the purpose of determining in what manner the mouth of the river can be so improved as to freely permit the passage through the same, at all seasons of the year, of vessels engaged in the navigation of the river; and said survey shall also include an investigation into the feasibility and advantages of making a new mouth or outlet for said river, by way of Chicaw Bayou, or otherwise, together with an estimate of the cost of the same.

Bluff Creek, Miss. Improving Bluff Creek, Mississippi: To complete improvement one thousand dollars.

Chickasahay River, Miss. Improving Chickasahay River, Mississippi, by the removal of logs, snags, and overhanging trees, from the mouth up to Railroad Bridge, near Shubuta, five thousand dollars.

Leaf River, Miss. Improving Leaf River, Mississippi, from its mouth to the mouth of Bowie Creek, five thousand dollars.

Big Black River, Miss. Improving Big Black River, Mississippi: The sum of five thousand dollars, heretofore appropriated for the improvement of this river, may be expended in the improvement of said river, notwithstanding the proviso contained in the act of eighteen hundred and eighty-six making said appropriation.

Amite River and Bayou Manchac, La. *Proviso.* Allotment. Improving Amite River and Bayou Manchac, Louisiana: Completion of old project, three thousand eight hundred dollars: *Provided*, That this sum may be expended upon the Manchac or Amite in such proportions as the engineers may deem best.

Boeuf River, La. Improving Boeuf River, Louisiana: Continuing improvement, five thousand dollars.

Bayou Bartholomew, La. and Ark. Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Courtableau, La. Improving Bayou Courtableau, Louisiana: Completing improvement, two thousand two hundred dollars.

Bayou D'Arbonne, La. Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.

Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, five thousand dollars. Tensas River and Bayou Macon, La.

Improving Tickfaw River, Louisiana: To complete, one thousand dollars. Tickfaw River, La.

Improving Bayous Rondeway and Vidal, Louisiana: Re-opening old bayou, one thousand dollars. Bayous Rondeway and Vidal, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred thousand dollars. Bayou Plaquemine, La.

Improving Bayou Lafourche, Louisiana, including immediate dredging to secure low water navigation, fifty thousand dollars. Bayou Lafourche, La.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, one hundred thousand dollars, of which fifteen thousand dollars shall be used in the work at Alexandria, twenty thousand dollars in deepening and widening that portion of the river known as Little River, from the Scoping Cut off to Knox Point, and five thousand dollars in closing what is called the Sale and Murphy Outlet, or canal, on the west bank of the river above Shreveport. Red River, La. and Ark.

For completion of survey of Red River from Fulton, Arkansas, to the Atchafalaya River, Louisiana, twenty eight thousand dollars. Survey.

Improving Bayou Teche, Louisiana, from the mouth to Saint Martinsville, five thousand dollars. Bayou Teche, La.

Improving Bogue Chitto, Louisiana, five thousand dollars; to be expended from its mouth to where the first bridge obstructing navigation is located. Bogue Chitto, La.

Improving Tchefuncte and Bogue Phalia [Falia]: For removal of snags, trees, and obstructions, one thousand dollars. Chefuncte and Bogue Falia.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars. Buffalo Bayou, Tex.

Improving Cedar Bayou, Texas, by removal of bar at the mouth of said bayou, where it empties into Galveston Bay: Completing improvement, eighteen thousand one hundred and fifty dollars. Cedar Bayou, Tex.

Improving Trinity River, Texas: Continuing improvement, ten thousand dollars. Trinity River, Tex.

The Secretary of War is hereby directed to cause a survey to be made of Cypress Bayou and the lakes between Jefferson, Texas, and Shreveport, Louisiana, in order to ascertain if the navigation of the said bayou and lakes can be materially and permanently improved by the construction of such dams, and locks and dams, as may be necessary, and if found practicable the probable cost thereof, and for this purpose the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated. Cypress Bayou and lakes, La. Survey and estimates for locks and dams.

Improving Arkansas River, Arkansas, Indian Territory, and Kansas: Continuing improvement from Wichita, Kansas, to its mouth, one hundred and eighty thousand dollars. Arkansas River, Ark. Ind. T., and Kans.

- St. Francis River, Ark. Improving Saint Francis River, Arkansas: Continuing improvement, four thousand dollars.
- Arkansas River, Ark., Ind. T., and Kans. Improving Arkansas River, Arkansas, Indian Territory and Kansas, from Wichita, Kansas, to its mouth: For operating snag-boats and removing obstructions, twenty thousand dollars; and the plant and money now available for operations of this character upon any part of the Arkansas river shall be available for operations under this head; and the Secretary of War is authorized to transfer or sell the heavy steel hull snag-boat now belonging to the plant of the Arkansas river, to the plant of the Missouri or Mississippi river at such charge or price as he may deem just, and said charge or price shall be deducted from the appropriation for the improvement of the river to which this boat may be assigned, and said sum of money shall become available for the improvement of the Arkansas river under the provisions of this clause:
- Provisos.* *Provided*, That the foregoing transfer or sale shall not be made until the commission having charge of the improvement of the river to which the transfer or sale may be made shall certify to the Secretary of War their approval of the transfer or sale and of the terms proposed: *Provided further*, That authority is hereby granted to construct, out of money acquired by the foregoing sale or transfer, a new snag-boat suitable for the present and future wants of the Arkansas river, the same to cost not exceeding twenty thousand dollars.
- Heavy steel-hull snag boat.
- Approval of transfer or sale.
- New snag boat.
- Red River above Fulton, Ark. Improving Red River above Fulton, Arkansas, to complete, two thousand dollars.
- Black River, Ark. and Mo. Improving Black River, Arkansas and Missouri: Maintaining existing works, five thousand dollars.
- White River, Ark. Improving White River, Arkansas: Continuing improvement, thirty thousand dollars.
- Fourche (Le Fevre) River, Ark. Improving Fourche [Le Fevre] River: Completing improvement, seven thousand five hundred dollars.
- Ouachita and Black rivers, Ark. and La. Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, fifteen thousand dollars.
- Hatchee River, Tenn. Improving Big Hatchie River, Tennessee: Continuing improvement five thousand dollars.
- Caney Fork River, Tenn. Improving Caney Fork River, Tennessee: Continuing improvement, in accordance with last survey, two thousand five hundred dollars.
- Clinch River, Tenn. Improving Clinch River, Tennessee: Continuing improvement, four thousand dollars.
- Cumberland River, Tenn. and Ky. Improving Cumberland River, Tennessee and Kentucky, Continuing improvement above Nashville, two hundred and fifty thousand dollars. *Provided*, That in the discretion of the Secretary of War fifty thousand dollars of this sum may be expended in commencing the improvement of said river at Smith's Shoals.
- Proviso.*
- Smiths shoals.
- Cumberland River, Tenn. and Ky. Improving Cumberland River, Tennessee and Kentucky, below Nashville: Continuing improvement, forty thousand dollars, thirty thousand dollars of which to be

used in improving the mouth of the river. The five thousand dollars heretofore appropriated by act of second of August, eighteen hundred and eighty-two, for "improving the Cumberland River above the mouth of Jellico, Kentucky," which said sum of five thousand dollars is yet held over under said act and not expended, be applied to the removal of snags and sand-bars in the said Cumberland River above Nashville, Tennessee, said amount to be thus expended under the direction of the engineer in charge of that work and with the approval of the Secretary of War.

Improving French Broad River, Tennessee: Continuing improvement, ten thousand dollars.

Balance,  
available.  
Vol. 22, p.  
202.  
*Ante*, p. 374.

Improving Hiwassee River, Tennessee: To complete improvement, fifteen hundred dollars.

F r e n c h  
Broad River,  
Tenn.  
Hiwassee  
River, Tenn.

Improving Forked Deer River, Tennessee: Continuing improvement, two thousand five hundred dollars, to be expended on the North Fork from Dyersburgh to the main river, and thence on the main river to its mouth.

Forked Deer  
River, Tenn.

Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, thirty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in making a careful and comprehensive survey of said river from Chattanooga to the junction of the Holston and French Broad Rivers, with a view of ascertaining to what extent the navigation of the river is capable of improvement, and the cost of the same, and the preparation of suitable plans therefor.

Tennessee  
River, Tenn.

Improving Tennessee River, below Chattanooga, Tennessee, including Colbert Shoals and Bee Tree Shoals: Continuing improvement, four hundred and seventy-five thousand dollars, out of which twenty-five thousand dollars may be used at Livingston Point at the mouth of said river, in accordance with the recommendation of the engineer in charge of that portion of the river.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty thousand dollars.

Kentucky  
River, Ky.

Improving the Ohio River: Continuing improvement, three hundred thousand dollars, of which sum seven thousand five hundred dollars shall be expended in constructing an ice-pier pursuant to the present or prospective plan of the Chief of Engineers, at or near the mouth of Kerr's Run, in Ohio: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, a perpetual lease or conveyance of the riparian rights of the property owners at said locality, in the event said ice-pier shall be located where there is no landing place: *And provided further*, That at said locality, if it be an improved landing, he shall first obtain a relinquishment of wharfage right and dues in favor of water-craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with; and a like sum for like purposes upon

Ohio River.

Distribution.

Construction  
of ice pier.  
Vol. 32, p.  
359.  
*Post*, p. 988.  
*Provisos*.

Riparian  
rights and lo-  
cation of ice  
pier.

Relinquish-  
ment of wharf-  
age rights, etc.

Conditional  
expenditure.

similar terms in all respects may be used in the discretion of the engineer in charge of the Ohio River at Ripley, Ohio, and at Portsmouth, Ohio; and twenty thousand dollars of said Ohio River appropriation may be used for continuation of harbor improvement at Madison, Indiana, according to the plans heretofore submitted by Lieutenant Colonel Merrill; thirteen thousand two hundred and fifty dollars may be expended in the completion of the construction of the embankment on the south side of the Great Miami River near its junction with the Ohio to confine the waters of said Miami River in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; and fifteen thousand dollars may be expended in completing the embankment at Shawneetown, already partly constructed for the preservation of the harbor at that place; the further sum of twenty thousand dollars may be expended for the removal of rock obstruction at the mouth of Licking River, Kentucky.

**Falls of the Ohio.** Improving the Falls of the Ohio River: Continuing improvement, sixty thousand dollars.

**Indiana Chute.** Improving Indiana Chute Fall, Ohio River: Continuing improvement, twenty-five thousand dollars.

**Licking River, Ky.** Improving Licking River, from Farmer's to West Liberty, Kentucky: Continuing improvement, three thousand dollars.

**Rough River, Ky.** Improving Rough River, Kentucky, twenty-five thousand dollars; to be expended in procuring the necessary land, commencing the construction of a lock and dam, and removing obstructions in the river from its mouth to Hartford, Kentucky, on the least expensive estimate recommended by Captain James C. Post, Corps of Engineers, in his report of January twenty-seventh, eighteen hundred and eighty-five.

**Green and Barren rivers. Water-power leases.** The Secretary of War is hereby authorized and empowered to grant leases or licenses for the use of the water-powers on the Green and Barren Rivers at such a rate and on such conditions and for such periods of time as may seem to him just, equitable, and expedient; said leases not to exceed the period of twenty years: *Provided,*

**Proviso.** That the leases or licenses shall be limited to the use of the surplus water not required for navigation. And he is also empowered to grant leases or licenses for the occupation of such lands belonging to the United States on said Green and Barren Rivers as may be required for mill-sites or for other purposes not inconsistent with the requirements of navigation; said leases or licenses not to

**Mill-site leases.** extend beyond the period of twenty years; and all moneys received under such leases or licenses shall be turned into the Treasury of the United States, and the itemized statement thereof shall accompany the annual report of the Chief of Engineers. But nothing in this act shall be

**Moneys covered in. Report, etc.**

construed to affect any vested right, if such there be, of any lessee of water-power on said river. Vested rights.

Improving Sandusky River, Ohio, one thousand five hundred dollars. Sandusky River, Ohio.

Improving Saginaw River, Michigan: Continuing improvement, seventy-five thousand dollars; thirty-seven thousand five hundred dollars of which shall be expended above Bay City. Saginaw River, Mich.

Improving Saint Mary's River at the Falls, Michigan: Continuing improvement on new locks and approaches, nine hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire structure and approaches, or any part of the same, to be paid for as appropriations may from time to time be made by law. St. Marys River at the falls, Mich. *Proviso.* Contracts.

Improving Hay Lake Channel, Michigan: Continuing improvement, four hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire work, or any part of the same, to be paid for as appropriations may from time to time be made by law. Hay Lake channel, Mich. *Proviso.* Contracts.

Improving Saint Clair Flats Ship-Canal, Michigan: Continuing improvement, eighty thousand dollars. St. Clair Flats Ship Canal, Mich.

Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars. Clinton River, Mich.

Improving Saint Joseph River, Michigan: Completing improvement, one thousand dollars. St. Joseph River, Mich.

Improving mouth of Black River <sup>[a]</sup>, Michigan: Continuing improvement, ten thousand dollars. Black River, Mich.

Improving Rouge River, Michigan, at its junction with Detroit River, and up the river as far as the bridge of Saint Louis and Wabash Railroad, ten thousand dollars. Rouge River, Mich.

Improving Thunder Bay River, Alpena, Michigan: For sixteen-foot channel from mouth to one mile above, ten thousand dollars. Thunder Bay River, Alpena, Mich.

Improving Black River, at Port Huron, Michigan: To deepen channel from mouth to Grand Trunk Railroad Bridge to depth of sixteen feet, twenty-five thousand dollars. Black River, Port Huron, Mich.

Improving Menomonee River, Michigan and Wisconsin: Continuing improvement up the river from termination of old work, fifty-four thousand dollars. Menominee River, Mich. and Wis.

Improving Chippewa River including Yellow Banks, Wisconsin: Continuing improvement, ten thousand dollars. Chippewa River, Wis.

Improving Fox River, Wisconsin, below Portage, except as herein provided: Continuing improvement, one hundred thousand dollars; of this sum five thousand dollars, or so much thereof as may be necessary, shall be used for deepening the south outlet of Lake Winnebago, at Neenah, Wisconsin, so as to make navigation practicable Fox River, Wis.

<sup>a</sup> Empties into St. Clair River.

during low-water season; the sum of eight thousand dollars, or so much thereof as may be necessary, shall be used for removing the sand-bar at outlet of Fon du Lac River, Wisconsin, according to recommendations in report of Major Charles E. L. B. Davis, major of engineers, dated November fourteenth, eighteen hundred and eighty-nine.

St. Croix  
River, Wis. and  
Minn.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, eight thousand dollars.

Red River of  
the North,  
Minn.

Improving Red River of the North, Minnesota: Continuing improvement, twenty-five thousand dollars.

Wabash  
River, Ind.  
and Ill.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand five hundred dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing the work on lock and dam at Grand Rapids, near Mount Carmel, Illinois, sixty thousand dollars, including snagging; and six thousand dollars of said sum may be expended on said river at or near Grayville in the State of Illinois.

White River,  
Ind.  
Vol. 25, p.  
419.  
*Ante*, p. 509.

Improving White River, Indiana: The five thousand dollars heretofore appropriated is hereby directed to be expended, notwithstanding the conditions upon which such appropriation was made.

Calumet  
River, Ill. and  
Ind.

Improving Calumet River, Illinois and Indiana: Continuing improvement, fifty thousand dollars.

Galena River,  
Ill.  
City of Galena may improve channel of, to Mississippi River.

That the city of Galena, Illinois, be and hereby is, authorized to continue and complete the improvement and navigation of the channel of Galena River from a point eight hundred feet below the Custom House in said city to the main channel of the Mississippi River upon conditions hereinafter mentioned: *Provided*, That unless said city or her representatives shall commence the work within one year and secure a navigable channel within five years from the approval of this act, the provisions herein shall be null and void.

*Proviso.*  
Commence-  
ment and com-  
pletion.

Dam and lock  
may be con-  
structed.

In carrying out the provisions of this act, the city of Galena or her representatives shall be authorized to construct a dam above the point to be opened for navigation, rising not more than twelve feet above low water or a like dam may be constructed below the point to be opened to navigation with a lock not less than two hundred and eighty feet long and fifty two feet wide.

Considera-  
tion for im-  
provements.

In consideration of said improvements the United States promise and agree to pay to the city of Galena, her assigns or legal representatives, the sum of one hundred thousand dollars, when a channel has been opened and maintained for navigation one season to a depth of at least three feet, and of a width sufficient to accommodate any raft or boat that can pass through the lock above described, including sidings or slips, for boats to pass each other, not more than two miles apart.

Management,  
control, etc., of  
works.

These improvements though managed and controlled by the city of Galena or her representatives shall be held to belong to the United States and shall be exempt from



taxation and no tolls or charges shall be collected, and at the completion of the work, the improved channel with dam and lock shall be turned over to the management, control, and ownership of the United States.

Tolls.

That any person maliciously or intentionally injuring said works or interfering with the construction thereof shall be deemed guilty of a misdemeanor and may be tried for such offense before the District Court of the United States for the district wherein such offense may be committed, and if found guilty, he shall be liable to a fine not exceeding one thousand dollars, or to imprisonment for not more than two years, or to both fine and imprisonment as aforesaid, for each offense.

Punishment  
for injuring  
works.

If the conditions of this act have been complied with, the collector of the Port of Galena and the local Inspectors of steamboats for that District, shall certify to the fact. Upon the receipt of this certificate by the secretary of war he is hereby authorized and directed to draw his warrant on the Treasurer of the United States in favor of the city of Galena, her assigns or legal representatives, in payment of the aforesaid amount: *Provided*, That in no case shall the Government of the United States be liable for any losses or damages incurred by said City of Galena, or its representatives, in the performance of the work herein mentioned, nor shall any payments thereon be made in excess of the sum nor contrary to the terms hereinbefore prescribed.

Compliance  
with condi-  
tions.Payment.  
*Proviso.*  
Liability for  
losses, etc.

Improving Illinois River, Illinois: Continuing improvement, two thousand dollars [<sup>a</sup>].

Illinois Riv-  
er. Vol. 26, p.  
683; *post*, p.  
598.

Improving the Kaskaskia River, Illinois, from the mouth to Baldwin Bridge, six thousand dollars.

Kaskaskia  
River, Ill.

For the construction of the Illinois and Mississippi Canal to connect the Illinois River at a point near the town of Hennepin with the Mississippi River, at the mouth of Rock River, together with a branch canal or feeder from said Rock River to the main line of said canal, five hundred thousand dollars. Said canal and feeder shall be known as the Illinois and Mississippi Canal, and shall be constructed on the route located by the Secretary of War in pursuance of the provisions of "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which act became a law August eleventh, eighteen hundred and eighty-eight, and said canal and feeder shall be eighty feet wide at the water line and seven feet deep, the locks one hundred and seventy feet in length and thirty feet in width, and shall have a capacity for vessels of at least two hundred and eighty tons burden, with guard gates, waste-weirs, locks, lock-houses, basins, bridges, and all other

Illinois and  
Mississippi Can-  
nal.Name.  
Vol. 25, p.  
419.  
*Ante*, p. 509.  
Location.Dimensions  
of canal and  
feeder.

Of the locks.

Capacity for  
vessels.

<sup>a</sup> By joint resolution approved Sept. 29, 1890, the amount of this appropriation is corrected to read \$200,000.

Safety, etc., of navigation. erections and fixtures that may be necessary for safe and convenient navigation of said canal and feeders, and shall be constructed on plans and specifications to be approved by the Secretary of War: *Provided*, That the Secretary of War shall, in his discretion, change or alter the dimensions of the locks of said canal and feeder if in his opinion the cost of said improvement is not thereby increased.

Secretary of War to secure right of way by purchase, etc. It shall be the duty of the Secretary of War, in order to secure the right of way for such canal and feeder, to acquire the title to such lands as may be necessary by agreement, purchase, or voluntary conveyance from the owners, if it can be done on reasonable terms, but if that should be found impracticable, then the Secretary of War shall apply at any term of the circuit or district court of the United States for the northern district of Illinois to be held thereafter, at any general or special term held in said district, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid; and in such proceedings said court shall be governed by the laws of the State of Illinois, so far as the same may be applicable to the subject of condemning private property for public use; the Secretary of War to cause said

Condemnation proceedings.

Commencement of construction.

Mississippi River. Storage reservoirs.

Above St. Anthony's Falls.

Minneapolis to Des Moines Rapids.

Distribution.

work to commence as soon as practicable by the construction of one of the locks and dams on said Rock River at such point as he may deem most advisable, and shall cause said work to be constructed in accordance with the foregoing provisions and of permanent and substantial materials and in a good workmanlike manner.

For continuing operations upon the reservoirs at the head waters of the Mississippi River, eighty thousand dollars, to be expended in accordance with the recommendations of the Chief of Engineers in his annual report for the year eighteen hundred and eighty-nine.

Improving the Mississippi River above Saint Anthony's Falls: Continuing improvement, eighteen thousand dollars.

Improving the Mississippi from the landing on the west bank below the Washington Avenue Bridge, Minneapolis, to the Des Moines Rapids: Continuing improvement, five hundred thousand dollars, of which sum thirty thousand dollars, or so much thereof as may be necessary, shall be expended by the engineers in charge in removing the sand-bars and other obstructions to navigation in the East Channel of the Mississippi River opposite the prairie, on which the city of Prairie du Chien, in the State of Wisconsin, is located, the same being between Minneapolis and Des Moines Rapids; of which sum also fifty thousand dollars shall be expended between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul and the Washington avenue bridge, Minneapolis, in dredging, removal of gravel, bowlders, and broken rock and the construction of dams and revet-

ments; and in the discretion of the Secretary of War, the sum of five thousand dollars, or so much thereof as may be necessary, shall be expended in removing the bar in the river at Port Byron, in the State of Illinois; five thousand dollars at Burlington, Iowa, and two thousand dollars at Montrose, Iowa.

Improving the Mississippi River at Des Moines Rapids Canal: For completion of existing project, twenty-two thousand dollars.

Des Moines  
Rapids Canal.

Improving Mississippi River, from Des Moines Rapids to the mouth of the Illinois River, one hundred and sixty-five thousand dollars, out of which twenty-five thousand dollars shall be expended in continuing the dredging in Quincy Bay, in the State of Illinois, and the Secretary of War is authorized and directed to cause an examination and report to be made by a competent engineer upon the advisability of reopening Willow Slough, or some other channel, from the Mississippi River to Quincy Bay; and also fifteen thousand dollars of said sum shall be used in the rectification of the river at Clarksville, Missouri, as suggested in the report of Captain Ruffner; and also twenty-five thousand dollars of said sum, or so much thereof as may be necessary may be expended at the discretion of the Secretary of War to protect the banks of the river from erosion and prevent the destruction of the embankment of the Sny Island levee.

To mouth of  
Illinois River.

Distribution.  
Vol. 27, p.  
107.  
Post, p. 638.

Examination  
and report.

Improving the Mississippi River, from the mouth of the Illinois River to the mouth of the Ohio River, and, at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River, four hundred thousand dollars, fifty thousand dollars of which shall be expended in completing the work at Alton, and fifty thousand dollars in improving the river at Saint Genevieve, in the State of Missouri.

To mouth of  
Ohio River.

Improving harbor at Saint Louis, Missouri, one hundred and eighty-two thousand dollars.

Harbor at  
St. Louis, Mo.

Improving Mississippi River from the Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, three million two hundred thousand dollars, which sum shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, for the general improvement of the river, for the building of levees, for surveys, including the survey from the head of the Passes to the head waters of the river, for the work at the harbors at Hickman, Kentucky, at New Madrid, Missouri, at Helena, Arkansas, at Greenville, Vicksburg, and Natchez, Mississippi, at New Orleans, Louisiana, at the head of the Atchafalaya and the mouth of the Red River, and at other localities, in such manner, to such extent, and in such proportion as in their opinion shall best promote the interests of commerce and

Head of  
Passes to Ohio  
River.  
Pay, etc., of  
Mississippi  
River Commis-  
sion.

Objects.

Harbors at  
Hickman, Ky.;  
New Madrid,  
Mo.; Helena,  
Ark.; Green-  
ville, Vicks-  
burg, and Nat-  
chez, Miss.;  
New Orleans,  
La., head of  
Atchafalaya,  
mouth of Red  
River, etc.

- Proviso.* navigation: *Provided*, That the amount expended from  
Limit of cer- such sum for work at the harbors aforesaid shall not  
tain expendi- exceed six hundred thousand dollars, and the amount  
tures. expended at the head of the Atchafalaya and the mouth  
of Red River for the rectification thereof pursuant to  
the plan heretofore adopted, including keeping open a  
navigable channel through the mouth of Red or Old  
River into the Mississippi River shall not exceed two  
hundred and fifty thousand dollars.
- Gasconade River, Mo. Improving Gasconade River, Missouri: Continuing improvement, four thousand dollars.
- Little River, Mo. Improving Little River, Missouri, from Hornersville to its junction with the Saint Francis River: Completing improvement, three thousand dollars.
- St. Francis River, Mo. Improving Saint Francis River, from Greenville to the Arkansas line: Continuing improvement, ten thousand five hundred dollars; and the Secretary of War is hereby authorized to purchase the Cut-off Canal now owned and controlled by the Dunklin County Transportation Company of Dunklin County, Missouri, if, in his judgment, the interests of commerce require the purchase to be made, and the sum he finds to be reasonable for the purpose may be taken from the money herein appropriated.
- Purchase of Cut-off Canal from Dunklin County Transportation Co. authorized to purchase the Cut-off Canal now owned and controlled by the Dunklin County Transportation Company of Dunklin County, Missouri, if, in his judgment, the interests of commerce require the purchase to be made, and the sum he finds to be reasonable for the purpose may be taken from the money herein appropriated.
- Osage River, Mo. Improving the Osage River, Missouri, fifty-five thousand dollars, of which sum five thousand dollars is to be used for snagging and fifty thousand dollars is to be used in commencing the construction of a lock and dam at or near the mouth of said river.
- Black River, Mo. Improving Black River, Missouri: Continuing improvement, seven thousand dollars.
- Missouri River. Improving Missouri River from its mouth to Sioux City, Iowa, inclusive, embracing office, clerical, traveling, and other expenses of the Missouri River Commission, surveys, permanent bench-marks, and gauges, eight hundred thousand dollars, to be expended by the Secretary of War in the systematic improvement of the river from its mouth up according to the plans and specification of the Missouri River Commission, to be approved by him in reaches to be designated by them: *Provided*, That in the discretion of the Commission such portion of said sum and of all unexpended balances from former appropriations during the last four years for the improvement of the Missouri River below Sioux City, or any part thereof, not exceeding two hundred and three thousand dollars, as they may deem proper shall be expended in the protection of harbors and localities on any part of the river within said limits.
- Proviso.* Discretion- ary protection of harbors, etc. Unexpended balances. in reaches to be designated by them: *Provided*, That in the discretion of the Commission such portion of said sum and of all unexpended balances from former appropriations during the last four years for the improvement of the Missouri River below Sioux City, or any part thereof, not exceeding two hundred and three thousand dollars, as they may deem proper shall be expended in the protection of harbors and localities on any part of the river within said limits.
- Above Sioux City. Discretion- ary expendi- ture. Improving Missouri River between the foot of the Great Falls of the said river in Montana and Sioux City, three hundred thousand dollars, to be expended in the discretion of the Secretary of War, and he is authorized to use so much thereof as may be necessary for the providing of two ice harbors, to be located by him.
- ce harbors

Improving Sacramento and Feather Rivers, California: Continuing improvement, thirty thousand dollars. Sacramento and Feather rivers, Cal.

Improving Napa River, California: Completing improvement, ten thousand dollars. Napa River, Cal.

Improving San Joaquin River, California: Continuing improvement, seventy-five thousand dollars, of which sum twenty-three thousand seven hundred and fifty dollars, or so much thereof as may be necessary, shall be expended in closing Laird's Slough and Paradise Cut, and twenty-four thousand dollars, or so much thereof as may be necessary, shall be expended in dredging, and twenty-seven thousand two hundred and fifty dollars, or so much thereof as may be necessary, shall be expended for cutting off Head Reach. San Joaquin River, Cal.

Improving Pet-a-luma Creek in California: Continuing improvement, four thousand dollars. Pet a luma Creek, Cal.

Improvement of Redwood Creek, California: To complete dredging, eight thousand dollars. Redwood Creek, Cal.

Improving canal at the Cascades, Oregon: Continuing improvement, four hundred and thirty-five thousand dollars. Columbia River, Oreg.

Improving Upper Columbia, including Snake River, Oregon and Washington: Continuing improvement, twenty thousand dollars.

Improving the mouth of Columbia River, Oregon: Continuing improvement, four hundred and seventy-five thousand dollars.

Improving Lower Willamette and Columbia Rivers in front and below Portland, Oregon: Continuing improvement, one hundred thousand dollars. Lower Willamette and Columbia rivers, Oreg.

Improving Willamette River above Portland, Oregon, eleven thousand dollars, of which sum five thousand dollars, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, for improvement of the river at Clackamas Rapids and Ross Island. Willamette River, Oreg.

Improving Coquille River, Oregon: Continuing improvement thirty thousand dollars, not exceeding three thousand dollars of which may, with the approval of the Chief of Engineers, be used for snagging. Coquille River, Oreg.

Improving Umpqua River, Oregon: To complete, nine thousand dollars. Umpqua River, Oreg.

Improving the mouth of Siuslaw River, in Oregon: To commence construction of jetty, fifty thousand dollars. Siuslaw River, Oreg.

Improving Youngs and Klaskuine Rivers, in Oregon: To complete, one thousand six hundred dollars. Youngs and Klaskuine rivers, Oreg.

Improving Columbia River from the head of Rock Island Rapids to the foot of Priest Rapids, Washington, seventy thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, may be used in the survey of the Columbia River from the international boundary to Rock Island Rapids. Columbia River, Wash.

Improving Chehalis River, Washington: Continuing improvement, three thousand dollars. Chehalis River, Wash.

Cowlitz River, Wash.

Improving Cowlitz River, Washington: Continuing improvement, eight thousand dollars.

Skagit, Stillaquamish, Nooksak, Snohomish, and Snoqualmie rivers, Wash.

Improving Shagit [Skagit], Stilaquamish, Nootsack, Snohomish, and Snowqualmie Rivers, Washington: Continuing improvement, twelve thousand dollars.

Board to survey, etc., ship canal from lakes Union, Washington, and Samamish to Puget Sound.

The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers of the United States Army, whose duty it shall be to select and survey the most feasible location, and estimate the expense of construction of a ship-canal to connect the waters of Lakes Union, Washington, and Samamish with Puget Sound; and the sum of ten thousand dollars, or as much thereof as may be necessary, is hereby appropriated for its expenses.

Two or more works may be in one contract, etc.

R. S., sec. 3717, p. 734, modified.

Vol. 25, p. 423.

*Ante*, p. 515.

SEC. 2. That nothing contained in section thirty-seven hundred and seventeen of the Revised Statutes of the United States, nor in section three of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, shall be so construed as to prohibit or prevent the cumulation of two or more works of river and harbor improvement in the same proposal and contract, where such works are situated in the same region and of the same kind or character.

SEC. 3. That section five of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows:

Regulations for navigation of South Pass, Mississippi River.

Vol. 25, p. 424, amended, etc.

*Ante*, p. 516.

That the Secretary of War be, and is hereby, authorized to make such rules and regulations for the navigation of the South Pass of the Mississippi River as to him shall seem necessary or expedient for the purpose of preventing any obstruction to the channel through said South Pass and any injury to the works therein constructed.

The term "South Pass," as herein employed, shall be construed as embracing the entire extent of channel between the upper ends of the works at the head of the Pass and the outer or sea end of the jetties at the entrance from the Gulf of Mexico; and any willful violation of any rule or regulation made by the Secretary of War in pursuance of this act shall be deemed a misdemeanor, for which the owner or owners, agent or agents, master or pilot of the vessel so offending shall be separately or collectively responsible, and on conviction thereof shall be punished by a fine not exceeding two hundred and fifty dollars or by imprisonment not exceeding three months, at the discretion of the court.

Punishment for violation.

Obstructions to navigation by bridges.

Secretary of War to provide against.

SEC. 4. That section nine of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows [<sup>a</sup>]:

That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed over

<sup>a</sup> This section is amended by section 18 of the river and harbor act approved Mar. 3, 1899.

any of the navigable water-ways of the United States is an unreasonable obstruction to the free navigation of such waters on account of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the draw-span of such bridge by rafts, steam boats, or other water-craft, it shall be the duty of the said Secretary, first giving the parties reasonable opportunity to be heard, to give notice to the persons or corporations owning or controlling such bridge so to alter the same as to render navigation through or under it reasonably free, easy, and unobstructed; and in giving such notice he shall specify the changes required to be made, and shall prescribe in each case a reasonable time in which to make them. If at the end of such time the alteration has not been made, the Secretary of War shall forthwith notify the United States district attorney for the district in which such bridge is situated, to the end that the criminal proceedings mentioned in the succeeding section may be taken.

SEC. 5. That section ten of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows [<sup>a</sup>]:

That if the persons, corporation, or association owning or controlling any railroad or other bridge shall, after receiving notice to that effect as hereinbefore required from the Secretary of War and within the time prescribed by him, willfully fail or refuse to remove the same, or to comply with the lawful order of the Secretary of War in the premises such persons, corporation or association shall be deemed guilty of a misdemeanor and, on conviction thereof, shall be punished by a fine not exceeding five thousand dollars, and every month such persons, corporation, or association shall remain in default in respect to the removal or alteration of such bridge shall be deemed a new offense, and subject the persons, corporation, or association so offending to the penalties above prescribed.

SEC. 6. That it shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown, emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, furnace, manufacturing establishments, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, slag, cinders, ashes, refuse, or other waste of any kind, into any port, road, roadstead, harbor, haven, navigable river, or navigable waters of the United States which shall tend to impede or obstruct navigation, or to deposit or place or cause, suffer, or procure to be deposited or placed, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, or other waste in any place or situation on the bank of any navigable

Vol. 23, p. 148.  
*Ante*, p. 417.  
 Vol. 25, pp.  
 4 2 4, 4 2 5,  
 amended.  
*Ante*, p. 517.  
 Vol. 30, p.  
 1153.  
*Post*, p. 890.

Notice of alterations.

Consequences of default.

Punishment for default in making alterations, etc.  
 Vol. 23, p. 148.  
*Ante*, p. 417.  
 Vol. 25, p. 425,  
 amended, etc.  
*Ante*, p. 517.  
 Vol. 30, pp.  
 1153, 1154.  
*Post*, p. 890.

Obstructing navigation by deposits of refuse, etc., in navigable waters.  
 Vol. 28, p. 363.  
*Post*, p. 712.  
 Vol. 30, pp.  
 1152, 1153.  
*Post*, p. 888.

<sup>a</sup> This section is amended by section 18 of the river and harbor act approved Mar. 3, 1899.

*Proviso.*  
Lawful de-  
posits.

Deposits by  
permit.

Obstructions  
by wharves,  
etc.

Vol. 25, p.  
423.

*Ante*, p. 515.

Vol. 27, p.  
110.

*Post*, p. 642.

Vol. 30, p.  
1151.

*Post*, p. 886.

Vol. 32, p.  
374.

*Post*, p. 1009.

Construction  
of bridges, un-  
der State leg-  
islation.

Secretary of  
War to ap-  
prove plans.

Alteration,  
etc., of chan-  
nels.

*Proviso.*

Existing  
lawful bridges  
excepted.

No bridges,  
under State  
legislation,  
over waters  
not wholly in  
State.

waters where the same shall be liable to be washed into such navigable waters, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed: *Provided*, That nothing herein contained shall extend or be construed to extend to the casting out, unloading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or keeping in repair any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of any port, harbor, haven, channel, or navigable river, or to the casting out, unloading, or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising said improvement most judicious and practicable and for the best interests of such improvements, or to prevent the depositing of any substance above mentioned under a permit from the Secretary of War, which he is hereby authorized to grant, in any place designated by him where navigation will not be obstructed thereby [<sup>a</sup>].

SEC. 7. That it shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor-lines, or in any navigable waters of the United States where no harbor-lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters, and it shall not be lawful hereafter to commence the construction of any bridge, bridge-draw, bridge piers and abutments, causeway or other works over or in any port, road, roadstead, haven, harbor, navigable river, or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of the channel of said navigable water of the United States, unless approved and authorized by the Secretary of War: *Provided*, That this section shall not apply to any bridge, bridge-draw, bridge piers and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments, or other works, under an act of the legislature of any State, over or in any stream, port, roadstead, haven or

<sup>a</sup> This section is amended by the river and harbor acts of Aug. 18, 1894 (secs. 6, 7, and 8), and Mar. 3, 1899 (secs. 13, 14, and 16).



harbor, or other navigable water not wholly within the limits of such State [a].

SEC. 8. That all wrecks of vessels and other obstructions to the navigation of any port, roadstead, harbor, or navigable river, or other navigable waters of the United States, which may have been permitted by the owners thereof or the parties by whom they were caused to remain to the injury of commerce and navigation for a longer period than two months, shall be subject to be broken up and removed by the Secretary of War, without liability for any damage to the owners of the same [b].

Wrecks, etc., to be removed by Secretary of War. Vol. 21, p. 197. *Ante*, p. 330. Vol. 22, p. 208. *Ante*, p. 383. Vol. 30, pp. 1152, 1154. *Post*, pp. 889, 891.

SEC. 9. That it shall not be lawful for any person or persons to take possession of or make use for any exclusive purpose, or build upon, alter, deface, destroy, injure, obstruct, or in any other manner impair the usefulness of any sea-wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide-gauges, surveying-stations, buoys, or other established marks, nor remove for ballast or other purposes any stone or other material composing such works [c].

Injuries to Government works, etc., in navigable waters. Vols. 28, p. 363; 30, p. 1152. *Post*, pp. 712, 888.

SEC. 10. That the creation of any obstruction, not affirmatively authorized by law, to the navigable capacity of any waters, in respect of which the United States has jurisdiction, is hereby prohibited. The continuance of any such obstruction, except bridges, piers, docks and wharves, and similar structures erected for business purposes, whether heretofore or hereafter created, shall constitute an offense and each week's continuance of any such obstruction shall be deemed a separate offense. Every person and every corporation which shall be guilty of creating or continuing any such unlawful obstruction in this act mentioned, or who shall violate the provisions of the last four preceding sections of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court, the creating or continuing of any unlawful obstruction in this act mentioned may be prevented and such obstruction may be caused to be removed by the injunction of any circuit court exercising jurisdiction in any district in which such obstruction may be threatened or may exist; and proper proceedings in equity to this end may be insti-

No unlawful obstructions to be created or continued. Vol. 30, pp. 1151, 1153. *Post*, pp. 886, 887, 889.

Separate offenses. Punishment for violation.

Prevention, etc., by injunction.

Jurisdiction.

Procedure.

<sup>a</sup> This section is amended by the river and harbor acts approved July 13, 1892 (sec. 3), Mar. 3, 1899 (secs. 9 and 10), and June 13, 1902 (sec. 10).

<sup>b</sup> This section is amended by sections 15, 19, and 20 of the river and harbor act approved Mar. 3, 1899.

<sup>c</sup> This section is amended by section 14 of the river and harbor act approved Mar. 3, 1899.

tuted under the direction of the Attorney-General of the United States <sup>[a]</sup>.

Enforcement.  
Vol. 30, p.  
1153.  
Post, p. 890.

SEC. 11. That it shall be the duty of officers and agents having the supervision, on the part of the United States, of the works in progress for the preservation and improvement of said navigable waters, and, in their absence, of the United States collectors of customs and other revenue officers to enforce the provisions of this act by giving information to the district attorney of the United States for the district in which any violation of any provision of this act shall have been committed: *Provided*, That the provisions of this act shall not apply to Torch Lake, Houghton County, Michigan <sup>[b]</sup>.

Proviso.  
Torch Lake  
exempted.  
Harbor lines.

Vol. 24, p.

329.

Ante, p. 462.

Vol. 25, p.

425, amended.

Ante, p. 518.

Vol. 28, p.

364.

Post, p. 713.

Vol. 30, p.

1151.

Post, p. 887.

SEC. 12. That section twelve of the river and harbor act of August eleventh, eighteenth hundred and eighty-eight, be amended and re-enacted so as to read as follows <sup>[c]</sup>:

Where it is made manifest to the Secretary of War that the establishment of harbor-lines is essential to the preservation and protection of harbors, he may, and is hereby authorized, to cause such lines to be established, beyond which no piers, wharves, bulk-heads or other works shall be extended or deposits made, except under such regulations as may be prescribed from time to time by him; and any person who shall willfully violate the provisions of this section, or any rule or regulation made by the Secretary of War in pursuance of this section, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, at the discretion of the court for each offense.

Punishment  
for violation.

Snag boats  
on Ohio River.

SEC. 13. That for the purpose of securing the uninterrupted work of operating snag-boats on the Ohio River and removing snags, wrecks, and other obstructions in said river, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the sum of twenty-five thousand dollars <sup>[d]</sup>; *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

Appropriation  
for, made  
permanent.

Vol. 29, p.

234.

Post, p. 791.

Proviso.

Report.

Des Moines

Rapids Canal

dry dock.

SEC. 14. That the dry dock constructed at the Des Moines Rapids Canal under the provisions of acts of Congress approved August second, eighteen hundred and

<sup>a</sup> This section is amended by sections 12 and 16 of the river and harbor act approved Mar. 3, 1899.

<sup>b</sup> This section is amended by section 17 of the river and harbor act approved Mar. 3, 1899.

<sup>c</sup> This section is amended by the river and harbor acts of Aug. 18, 1894 (sec. 9), and Mar. 3, 1899 (sec. 11).

<sup>d</sup> Section 3 of the river and harbor act of June 3, 1896, amends this section by increasing the appropriation to \$50,000.

eighty-two, July fifth, eighteen hundred and eighty-four, August fifth, eighteen hundred and eighty-six, and August eleventh, eighteen hundred and eighty-eight, shall be considered an integrant part of the Des Moines Rapids Canal, and the act of Congress approved March third, eighteen hundred and eighty-one, which provides for expenses of operating and care of Des Moines Rapids and other canals, and the act of Congress approved July fifth, eighteen hundred and eighty-four, which provides penalties for violation of rules and regulations prescribed by the Secretary of War, shall also apply to the said dry-dock.

Vols. 22, p. 204; 23, p. 146; 24, p. 328; 25, p. 421. *Ante*, pp. 377, 412, 460, 511. Vol. 21, p. 478. *Ante*, p. 347. Operating expenses. Vols. 23, p. 147, 148; 25, p. 497; 28, p. 362; 32, p. 374. *Ante*, pp. 415, 416, 533; *post*, pp. 711, 1009. Violation of rules, etc.

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SEC. 16. That whereas the United States, in compliance with its obligation to the Buffalo Bayou Ship-Channel Company, has constructed a ship-channel through Galveston Bay from the Bolivar Channel to the channel constructed by said Buffalo Bayou Ship-Channel Company, known as Morgan's Cut, for vessels of twelve feet draught, it is therefore declared that the ship-channel through Galveston Bay from Bolivar Channel to the point where the San Jacinto River enters what is known as the Morgan Channel, excavated through Morgan's Point, is now the property of the United States and is declared to be free to navigation; and the Secretary of War is hereby directed to keep said ship-channel free to navigation: *Provided*, That the Secretary of War shall first ascertain by a Commission of United States Engineers to be by him designated for that purpose, and whose report shall be subject to his approval, the present value of any portion of said channel which may have been constructed by the Buffalo Bayou Ship Channel Company, agreed to be paid for by the United States in the act of Congress of March third, eighteen hundred and seventy-nine, but in appraising the value thereof no account shall be taken of the charter granted to said Company by the Legislature of Texas, or of any franchise right claimed thereunder, and the amount so ascertained and certified to be correct by the Secretary of War shall be paid to said Buffalo Bayou Ship Channel Company, and is hereby appropriated<sup>[a]</sup> out of any money in the Treasury not otherwise appropriated.

Morgan Cut and Canal, Galveston Bay, Tex., free to navigation, etc.

*Proviso.*

Engineer Commission to report value.

Vol. 20, pp. 367, 368. *Ante*, p. 291. Ascertainment of value.

Payment. Appropriation.

SEC. 17. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the estimated cost of improvement to be estimated, at the following localities, to wit:

Surveys.

#### ARKANSAS.

Arkansas.

Clarendon and the lower White River, to determine the effect of back water from the Mississippi River and its cause, and the means and cost of preventing injury therefrom.

<sup>a</sup> Under the provisions of this act \$92,316.85 was paid said company for Morgan Cut and Canal.

## Arizona.

## ARIZONA.

Colorado River above Yuma to Eldorado Canyon, to determine the advisability and probable cost of improving said river.

## Alabama.

## ALABAMA.

Sucarnochee River, from its mouth to the Mobile and Ohio Railroad Bridge.

Mouth of Gunter's Creek at Guntersville, with the view of ascertaining the practicability and approximate cost of so improving the same as to secure a safe landing above high water mark.

Alabama River, to ascertain cost of securing a six foot channel at low water from mouth to Wetumpka.

## California.

## CALIFORNIA.

Sacramento and Feather Rivers, to be considered by a board of three United States engineers, with a view to project for future improvement.

San Rafael River.

San Simeon Bay.

Alviso Harbor and straightening, deepening, and improving of Alviso Creek.

Harbor of refuge at Santa Cruz.

Improving and straightening Redwood Creek.

Mokelumne River, for snagging.

Redondo Beach Harbor.

## Connecticut.

## CONNECTICUT.

Connecticut River, from Long Island Sound to Hartford, with a view to such improvement as will keep the channel from shifting its course at certain places.

Shaw's Cove, New London Harbor.

Connecticut River below Hartford.

Saugatuck River.

Stamford Harbor, Stamford.

Cos Cob or Miamus River.

Stony Creek River at Stony Creek.

## Delaware.

## DELAWARE.

Murderkill River.

Broad Creek River.

Misphillion River, with a view of cutting a canal so as to shorten the distance to the bay, and making an outlet in the bay which would furnish deeper water.

## North Dakota.

## NORTH DAKOTA.

Creel's Bay, Totten Bay, and Minnewauken Shoals, in Devil's Lake, with an estimate of the cost of improving the same by dredging or otherwise, so as to re-establish the navigation of said lake.

## NORTH DAKOTA AND MINNESOTA.

North Da-  
kota and Min-  
nesota.

Red River of the North, with a view of improving the navigation of the same by the construction of a lock and dam at Goose Rapids in said river.

## FLORIDA.

Florida.

Charlotte Harbor.

Peace River.

Channel lying north and west of the town of Cedar Keys, known as Boat or Number Four Channel.

Indian River between Titusville and Jupiter Inlet.

Saint John's River, from Jacksonville to Sanford, to obtain an estimate of the cost of deepening the channel so as to secure navigation for ocean steamers, and to report separately the cost of opening the channel of the river in the vicinity of Orange Mills.

The upper part of the Saint John's River from Lake Monroe southward, or in a southerly direction through the river and connecting lakes to the head of steam-boat navigation.

St. Augustine, for improvement of channel so as to make a deep sea channel over the outer and inner bars.

## GEORGIA.

Georgia.

Chattahoochee River, Georgia and Alabama, between West Point and Franklin.

The Inside Route between Savannah, Georgia, and Fernandina, Florida, with a view of obtaining a steam-boat channel of seven feet depth at mean low water.

The Inside Route between Doboy and Sopelo [Sapelo], with a view of making the same navigable for sea-going vessels.

Brunswick Outer Bar, to determine the feasibility and cost of deepening the same to twenty-six feet at ordinary high water.

Yellow River from the Railroad Bridge near Covington to the Ocmulgee with a view of obtaining a steamboat channel of five feet deep at mean low water.

## ILLINOIS.

Illinois.

Mississippi River at Warsaw, Illinois, with a view of removing bar.

Slough at Hamilton [<sup>a</sup>], with a view to dredging out the same.

Illinois River from La Salle to the Mississippi River, as recommended by Captain W. L. Marshall, corps of engineers, in his report dated March ten, eighteen hundred and ninety, with a view to ascertaining what lands would be subject to overflow by the construction of a navigable waterway between Lake Michigan and the Mississippi River, but not more than twenty-five thou-

<sup>a</sup> The report upon this item had reference to the main slough in Mississippi River at Hamilton.

sand dollars of the money appropriated for surveys shall be allotted to this river.

Indiana.

INDIANA.

Wabash River from Terra Haute to La Fayette with a view of removing obstructions of snags and bars and re-establishing the navigation of said river between these cities.

With a view to improving the Ohio River, between the mouth of Green River, in the State of Kentucky, and the city of Evansville, in the State of Indiana, and confining the waters of the first named river within its present channel, and preventing danger to navigation from any changes therein, the Secretary of War is hereby authorized and directed to make, or cause to be made under his direction a complete survey of the Ohio River between the points named, together with full estimates of any expenditures that may be necessary to prevent any injuries or threatened injuries to its permanent use and navigation.

Idaho.

IDAHO.

The Upper Snake River, between the Huntington Bridge and Seven Devils Mining District in Idaho, with a view of overcoming obstructions to steam-boat navigation.

Iowa.

IOWA.

Mississippi River at and above Clinton, Iowa, with view of removing bars north of Little Rock Island.

Kentucky.

KENTUCKY.

Russel's Fork of the Big Sandy River with the view of removing obstructions from the same.

Harbor of Owensboro, Kentucky, on the Ohio River.  
Harbor of Smithland [<sup>a</sup>], Kentucky.

Kentucky  
and Tennessee.

KENTUCKY AND TENNESSEE.

Mississippi River from high water mark Lake County, Tennessee, to high water mark Fulton County, Kentucky, north and west of Reef Foot [Reelfoot] Lake to ascertain if navigation of the River may not be improved by restraining the flow of water into said Lake, and adjoining low lands.

Green River, Kentucky, above the mouth of Big Barren River, completing survey with a view of extending slack-water navigation on Green River.

Big Barren River, Kentucky, above Bowling Green, with a view of extending slack-water navigation by additional locks and dams.

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<sup>a</sup> Smithland is situated on the Kentucky Chute channel of the Ohio River just below the mouth of the Cumberland.

## LOUISIANA.

Louisiana.

Bayou Terre Bonne from Houma to Thibodeaux.

Bayou Black [<sup>a</sup>] to connect with Terre Bonne.

Berwick's Bay to the Gulf, with a view of obtaining a deeper channel.

Bayou Teche from Saint Martinsville to Port Barre.

Bayou Vermillion, bay and passes.

Bayou Black [<sup>b</sup>] for connection between Calcasieu Lake and Sabine Lake.

Bayou Des Glaisses, with a view of clearing the stream of obstructions from the Atchafalaya River to Cottonport.

Mermenton [Mermentau] River, including its tributaries and course through Lake Arthur and Grand Lake to the Gulf of Mexico.

Bayou Cocodrie, in Saint Landry Parish.

Cane River, with a view of improving the same by locks and dams for the purpose of giving permanent navigation the year round.

Shoals on Lake Ponchartrain near the Rigolets, known as the "Middle Ground," with a view of dredging a channel ten feet deep and revetting sides of the same.

Bayou Castor.

Bayou Chevreuil and Bayou Tigre from Lake Des Allemands to points near Vacherie, Chigby and Malagay settlements in Saint James Parish for removal of bars and other obstructions to navigation.

## MARYLAND.

Maryland.

La Trappe.

Turner's Creek.

Rock Hall Harbor

Nanticoke River, the northwest fork of the same.

Linchester River.

Patapsco River, from the Craighill channel to the sugar refinery wharves, Curtis Bay.

Susquehanna River, above Havre de Grace.

Broad Creek.

Warwick [River].

Piscataway Creek.

Saint Leonard's Creek.

Newport Creek, head of Wicomico River, Charles County.

Smith's Creek.

Eastern Branch [Anacostia River] of the Potomac River, including that portion in District of Columbia.

Saint Jerome Bay.

<sup>a</sup> Empties into Bayou Boeuf, which latter discharges into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

<sup>b</sup> Empties into the East Pass of Sabine River.

Massachu-  
setts.

# MASSACHUSETTS.

Canapitsit channel between the island of Cuttyhunk and Neshawana, with a view of deepening the same and clearing the channel from obstructions to navigation.

Menemsha Bite, an outlet into Vineyard Sound on the north shore of the island of Martha's Vineyard, with a view of preventing the closing of said inlet.

Kingston Harbor, with a view to its improvement.

Town River.

Shoals at the mouth of North River [<sup>a</sup>], with a view of removing the same and other obstructions.

North River, Salem, from Beverly bridge to the North street bridge.

Mystic River, and the Malden River, a tributary of the Mystic, from the bridge of the Boston and Maine Railroad, eastern division, to the head of navigation on said rivers.

Weymouth Back River.

Essex River.

Maine.

# MAINE.

Kennebec River, from Waterville to steam-boat wharf at Augusta, Maine.

Sullivan Falls, Hancock County, Maine, with a view to its improvement for navigation.

Lubec channel.

Harbor of Bluehill, with especial reference to the removal of the ledges known as Middle Ground, eastern and western.

Penobscot River.

Pepperell Cove, forming the eastern boundary of Portsmouth Lower Harbor.

Michigan.

# MICHIGAN.

Sebewaing River, with a view of deepening the channel from the mouth to the village of Sebewaing to the depth of eight feet.

Corsica Shoal, situated at the lower end of Lake Huron, near the entrance to the Saint Claire River, with a view to its removal.

The American channel of the Detroit River, beginning at the western boundary of the city of Detroit, and from thence continuously in American waters to Lake Erie, with a view to deepening said channel to the same depth as has been attained and is contemplated under present plan in the Canadian channel of said river, the said survey to be made in the channel of said river fronting the towns of Springwells, Ecorse, Monquagon, and Brownstown, and the American shore of said river to such a

<sup>a</sup> The report upon this item related to the stream of this name that flows between Hanover, South Scituate, and North Marshfield.



point in Lake Erie as may be necessary to reach a proper depth of water in said lake to correspond with the increased depth of the river contemplated by this bill.

Rouge River, with a view of locating and constructing basin in said river, at a point on the same within four miles of its junction with the Detroit River, convenient for the turning and anchoring of vessels in the same.

Ship-channel twenty feet in depth and of a suitable width in the shallows of the connecting waters of the lakes between Chicago, Duluth, and Buffalo.

Grand River, below Grand Rapids, with a view of determining the existence or non-existence of underlying rock, the hydraulics of the river and the detailed topography of the valley subject to overflow.

Re-survey and re-location of harbor line in Portage Lake, Houghton County, Michigan, in conformity with the provisions of recent law.

#### MINNESOTA.

Minnesota.

Red River and tributaries above Fergus Falls and Crookston, and of Big Stone Lake, with a view to improving navigation thereon by the erection of suitable dams or by such other means as may be deemed best, together with an estimate of the cost.

The Saint Louis River from Grassy Point in Saint Louis Bay to Fond du Lac, or the State line between Minnesota and Wisconsin.

#### MISSOURI.

Missouri.

Current River, from Van Buren, Missouri, to its mouth.

Missouri River, from the old mouth of the Platte River, Little Point, to a point opposite the city of Leavenworth. Also of the river at the city of Weston, Missouri, with a view of returning said river to its ancient channel, and the best plan of accomplishing the same.

#### MONTANA.

Montana.

Missouri River, between Sioux City and Fort Benton.

Missouri River, between Great Falls and canyon next below Stubbs Ferry.

Tongue River, with a view of determining the practicability and approximate cost of straightening the channel of said river, immediately west of Miles City and north of the Northern Pacific railroad track.

Nebraska and South Dakota, Missouri River from the mouth of the Big Sioux River to the north line of the State of South Dakota.

Yellowstone River, from its mouth to the mouth of Tongue River.

Clark's Fork of the Columbia River (by whatever name called) from the international boundary line to the

mouth of the Big Blackfoot River, in the State of Montana [<sup>a</sup>].

New York.

NEW YORK.

Buttermilk channel and Gowanus Bay channels in New York Harbor, with a view of straightening the same by removing the shoals opposite the southeast side of Governor's Island, protecting the channels by a seawall on Governor's Island, and to provide for the full width thereof a uniform depth of twenty-six feet at mean low water throughout these channels along the wharves of Brooklyn from a point opposite Wall Street Ferry to the foot of Bryant Street, Brooklyn.

Bay Ridge channel, with a view of removing the shoal and providing a uniform depth of twenty-three feet at mean low water opposite the Bay Ridge shore to the twenty-three-foot curve in the New York harbor.

Hudson River at Cornwall from the Moodna River, otherwise known as Murderer's Creek, to the channel or deep water of the Hudson River.

Inner Bay near mouth of Saranac River at Plattsburgh, for harbor of refuge.

Sag Harbor, Suffolk County, for breakwater.

Princess Bay, Staten Island, for breakwater.

Peconic River, Suffolk County, and Mattituck Bay, Suffolk County, for breakwater.

From Main channel from Jamaica Bay easterly to Long Beach Inlet, for canal.

Champlin's Creek, in town of Islip.

That the Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it will be to thoroughly examine the obstructions to navigation in the Hudson River, between New York City and the State dam at Troy, New York, and report a project and estimate of the cost of widening and deepening said river between New York City and the city of Albany, and also between New York City and the State dam at the city of Troy for the navigation of sea-going vessels drawing twenty feet of water, and also a separate estimate of the expense of improving the river between Cossackie and the State dam at Troy, to such an extent as to secure a navigable channel twelve feet deep at mean low water. Said board shall accompany their report with a statement as to the usefulness of such improvements and of their relations and value to commerce, and of the advisability of entering upon the same at this time; and the Secretary of War shall transmit said reports to Congress with his own views and those of the Chief of Engineers United

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<sup>a</sup> The following-named streams are included in this description: Pend Oreille River (international boundary to Lake Pend Oreille) and Lake, Clark Fork of the Columbia (Pend Oreille Lake to Missoula River), and Missoula and Hell Gate rivers.

States Army thereon, and the expenses of said board shall be paid out of the appropriation made in this act for the improvement of the Hudson River, not to exceed ten thousand dollars.

Boquet River, from mouth on Lake Champlain to Willsborough, New York.

Bronx River.

Port Day above Niagara Falls.

Westchester Creek, Westchester and New York Counties.

#### NEW JERSEY.

New Jersey.

Hackensack River, from below the Newark and New York Railroad Bridge, on Newark Bay, to the town of Hackensack.

Pensauken Creek.

Toms River.

Little Egg Harbor Bay and Inlet including Great Bay with reference to establishing a harbor of refuge.

Sound between Barnegat Bay and Great Egg Harbor Bay.

Shark River.

Goshen Creek.

Cape May City, for breakwater.

Thoroughfare from Cape May to the Great Bay north of Atlantic City.

#### NORTH CAROLINA.

North Carolina.

Water-way from Pungo River to the town of Sladesville.

North-West River up to Moyock.

Drum Inlet.

Water-way between Pamlico River and Bay River.

White Oak River from Roberts' Landing to Collins Crossing.

Harbor of Washington, Pamlico River.

#### OHIO.

Ohio.

Conneant [Conneaut] Harbor.

Grand River between Richmond and the mouth.

#### OREGON.

Oregon.

Tillamook Bay and Bar.

Alsea Bay and River.

Coos Bay, for improving upper harbor by removal of shoals and in dredging.

The Lower Willamette and Columbia Rivers, with a view of securing twenty-five feet at low water from Portland to the mouth of the Columbia.

The Yamhill River from its mouth to McMinnville, with a view of improving the same by removing snags and other obstructions.

Willamette River, deepening channel on west side of Swan Island, improvement of navigation at Clackamas Rapids and Ross Island and near city of Corvallis.

Lower Columbia River, on south side, between Astoria and Wood's Landing for snagging.

Young's Bay channel from the ship channel of the Columbia River to the head of Young's Bay, a distance of one and one-half miles, with a view to improving the same by dredging, so as to secure a depth of eighteen feet at low tide.

Lewis and Clarke's River, for snagging.

Coquille River, for deepening channel from Coquille City to Myrtle Point to four feet at mean low depth.

#### Pennsylvania.

#### PENNSYLVANIA.

Delaware Bay, with a view of determining the best site near the mouth of the same for a National harbor of refuge suitable for deep draught vessels. The examination to be made by a commission of three engineer officers, who will make the examination and submit to the Secretary of War a report thereon with a project and estimate of cost of construction of such a harbor of refuge.

The West Branch of the Susquehanna River in the State of Pennsylvania, in order to ascertain if the navigation of said river can be materially and permanently improved by the construction of embankments or otherwise; such survey also to be made with a view of ascertaining the best practicable method of confining the waters of said river in times of great flood, to the general course of its channel.

Tionesta, from the town of Tionesta, to the village of Balltown, with a view to the improvement and the removal of obstructions.

#### Rhode Island.

#### RHODE ISLAND.

Watch Hill Cove, in Little Narragansett Bay.

Narragansett Bay Channel between Starve Goat Island and the main land, with a view of deepening the same.

Newport Harbor, South of Goat Island, with a view to the removal of the Spit at the south end of the Island.

#### South Carolina.

#### SOUTH CAROLINA.

Wateree River from Camden to the falls of the Catawaba, also of the bend or curve in said river about four miles below Camden between the plantations of Witte and Williams to determine if it is advisable in the interest of navigation to make a cut off across the neck of said bend.

Black River, from Kingstree to its mouth.

## TENNESSEE.

Tennessee.

Obion River, from its mouth to the crossing of the Louisville and Memphis Railroad in Obion County.

Little Pigeon River from mouth to Sevierville.

Memphis Harbor, especially for the removal of the bar forming opposite the upper part of the city or the prevention of the river bank taking the form that the natural forces are now giving it.

## TEXAS.

Texas.

Brazos River from its mouth to Waco.

Sabine River from where said river empties in Sabine Lake to Sudduth's Bluff, on said Sabine River.

Survey to remove obstructions at mouth of Double Bayou in Chambers County, to remove obstructions.

Colorado River, with a view of removing raft at mouth of same.

Saint Charles Bay, with a view of removing obstructions at mouth of same.

Aransas Bay, to remove Half-Moon reef.

West Galveston Bay, from Christian's Point, with a view of reopening the channel through West Bay.

Trinity River from its mouth to Dallas.

## VIRGINIA.

Virginia.

Water-way to connect Lynn Haven Bay with Eastern Branch of Elizabeth River.

Potomac Creek.

Chickahominy River, from Holly Landing to Long Bridge.

Tangier Harbor [<sup>a</sup>].

Wicomico River [<sup>b</sup>].

Nottoway River, from mouth of river to Courtland.

West Neck River, to and beyond Dozier's Bridge.

Western Branch of Elizabeth River.

Upper Machodoc Creek.

Crane's Creek.

Nandua Creek.

Piscataway Creek.

## WEST VIRGINIA.

West Virginia.

Elk River, with a view of improving the same by locks and dams.

## WASHINGTON.

Washington.

Nooksack River, Skagit, Snohomish, D'Wamish, Black, Puyallup, Nasel, North, Gray's, Deep, Skamakawa, and Crooked Rivers.

Gray's Harbor and Bar, and extending up Chehalis River to Montesano.

<sup>a</sup> Known also as Cod Harbor.

<sup>b</sup> The report on this item had reference to the Great Wicomico.

Gray's River, for snagging.

Swinomish Slough, with the view of constructing a ship channel through the same, connecting Saratoga Passage Skagit Bay with Padilla Bay, and to report the most suitable and feasible plan for making such improvement, with the cost of the same.

Shoalwater [Willapa] Bay, from and including its entrance, to South Bend, about two miles up the Willapah River, and from said South Bend, about ten miles up said river, to Woodward's Landing [<sup>a</sup>], with a view to improving the same for navigation.

Olympia Harbor, from deep water in Budd's Inlet to Fourth Street Bridge in the city of Olympia, and separately from said bridge to the mouth of the Des Chutes River at Tumwater, and to report as to the most practical and convenient channel and the most feasible, economical, and suitable plan for improving the same for navigation by the class of vessels employed on Puget Sound, and also to cause to be made an estimate of the cost of each of such improvements.

Columbia River, from the mouth of Willamette River to the upper limits of the city of Vancouver, with a view of establishing a ship-channel.

For a ship channel between Port Townsend Bay, Puget Sound and Oak Bay.

WISCONSIN.

WISCONSIN.

Allonez [Allouez] Bay at the west end of Lake Superior, also the Nemadji River for a distance of four miles above its mouth, with a view of determining the best method of improving and making them available as a portion of the harbor system of the city of Superior.

Harbor at Hudson, with a view to prevent the city being cut off from the navigable channel of the Saint Croix Lake, as a result of the Government dike now constructed at that point, and with a view to the feasibility of conducting the waters of Willow River past the city of Hudson into the navigable channel of the lake.

Virginia and Maryland.

VIRGINIA AND MARYLAND.

Potomac River, up to the City of Washington, with the view of removing obstructions and deepening the channel.

Appropriation for surveys, etc

*Provisos.*  
Preliminary examination to be made before survey.

SEC. 18. That for examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors two hundred and twenty-five thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge

<sup>a</sup> The city of Willapa is situated at this point.

of the district, or an engineer detailed for the purpose and such local or detailed engineer and the division engineer of the locality shall report to said Chief of Engineers whether, in their opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce; and it shall be the duty of the Chief of Engineers to direct the making of such survey, if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer: *And Provided further*, That no survey for new works other than those designated by law shall be made and the Government shall not be deemed to have entered upon any project for the construction or improvement of any water-way, harbor, or canal mentioned in this act unless or until the work of construction shall have been actually appropriated for. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Canal, etc.,  
projects.

Reports of  
preliminary ex-  
aminations to  
be printed, etc.

Approved, September 19, 1890.

**CHAP. 1002.**—An Act To authorize the Texas-Mexican Electric Light and Power Company to erect wires across the Rio Grande River at Eagle Pass, Texas.

Sept. 27, 1890.  
Vol. 26, p. 495.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Texas-Mexican Electric Light and Power Company, a corporation organized and created under and by virtue of the laws of the State of Texas, be, and is hereby, authorized and empowered to construct, own, maintain, and operate its wires across the Rio Grande River between the city of Eagle Pass, in the State of Texas, and the city of Porfirio Diaz, formerly known as Piedras Negras, in the State of Coahuila, in the Republic of Mexico, at such point as may be most convenient to said corporation: *Provided*, That said wires shall not interfere with the free navigation of said river, and in case of any litigation arising from an obstruction or alleged obstruction to the free navigation thereof, caused or alleged to be caused by said wires, the case may be tried before the district court of the United States for the western district of Texas: *And provided also*, That Congress reserves the right to withdraw the power and authority conferred by this act in case the free navigation of the river shall at any time be substantially or materially obstructed by said wires, or for any other reason, and

Texas - Mex-  
ican Electric  
Light and  
Power Co. may  
wire Rio  
Grande River  
at Eagle Pass,  
Tex.  
Wires.

Location  
Provisos  
Unobstruct-  
ed navigation.  
Litigation.

Removal,  
etc., of wires.

Amendment,  
etc.

Consent of  
Mexican au-  
thorities, etc.

to direct the removal of said wires, or necessary modifications thereof, at the cost and expense of the owners of said wires; and Congress may at any time alter, repeal, or amend this act: *And provided further*, That the consent of the Mexican state of Coahuila and of the proper authorities of the Republic of Mexico shall have been obtained before the construction of said wires shall be commenced.

Approved, September 27, 1890.

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Sept. 29, 1890.  
Vol. 26, p. 683.

[No. 56.] Joint Resolution To correct an error in the Act entitled "An Act making appropriations for the construction, repair and preservation of certain public works on rivers and harbors, and for other purposes," approved, September nineteenth, eighteen hundred and ninety.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That

Illinois  
River.

Amount ap-  
propriated for  
improving, cor-  
rected.

Vol. 26, p.  
449.

*Ante*, p. 575.

section one of the act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved September nineteenth, eighteen hundred and ninety, be, and the same is hereby, amended so that the clause making appropriation for the improvement of Illinois River, Illinois, shall read, "Improving Illinois River, Illinois: Continuing improvement, two hundred thousand dollars."

Approved, September 29, 1890.

Sept. 30, 1890.  
Vol. 26, p. 502.

**CHAP. 1122.**—An Act To authorize the Eagle Pass Water Supply Company and the Compania Proveedora de Aguas de Ciudad Porfirio Diaz to connect their water works communications across the Rio Grande River at Eagle Pass, Texas.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Eagle Pass Water Supply Company, a

Eagle Pass  
Water Supply  
Co. and the  
Compañia Pro-  
veedora de  
Aguas de Ciu-  
dad Porfirio  
Diaz, may con-  
nect their wa-  
ter works, etc.,  
across Rio  
Grande River  
at Eagle Pass,  
Tex.

Location.

Provisos.  
Unobstructed  
navigation.  
Litigation.

corporation organized and created under and by virtue of the laws of the State of Texas, and the Compania Proveedora de Aguas de Ciudad Porfirio Diaz, created under and by virtue of the laws of the State of Coahuila, one of the States of the Republic of Mexico, be, and are hereby, authorized and empowered to construct, own, maintain, and operate their water connection by tubes, or otherwise, across the Rio Grande River, between the city of Eagle Pass, in the State of Texas, and the city of Porfirio Diaz, formerly known as Piedras Negras, in the State of Coahuila, in the Republic of Mexico, as may be most convenient to said corporations: *Provided*, That said connection shall not interfere with the free navigation of said river; and in case of any litigation arising from an



obstruction, or alleged obstruction, to the free navigation thereof, caused, or alleged to be caused, by said connection of their water-pipes or hydraulic connections, the case may be tried before the district court of the United States for the western district of Texas: *And provided, also,* That Congress reserves the right to withdraw the power and authority conferred by this act in case the free navigation of the river shall at any time be substantially or materially obstructed by said connections or pipes, or for any other reasons, and to direct the removal of said pipes or connections, or necessary modifications thereof, at the cost and expense of the owners of said pipes or connections, and Congress may at any time alter, repeal, or amend this act: *And provided further,* That the consent of the Mexican State of Coahuila and of the proper authorities of the Republic of Mexico shall have been obtained before the establishment of said pipes and connections.

Jurisdiction.  
Removal of  
pipes, etc.

Amendment,  
etc.

Consent of  
Mexican au-  
thorities.

Approved, September 30, 1890.

**CHAP. 1126.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety, and for prior years, and for other purposes.

Sept. 30, 1890.  
Vol. 26, p. 504.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety, and for prior years, and for other objects herein-after stated, namely:

Deficiencies  
appropriations.

**MISSISSIPPI RIVER COMMISSION:** For salaries of the Commission, five thousand six hundred and twenty-five dollars.

Mississippi  
River Commis-  
sion.

#### FOX AND WISCONSIN RIVERS IMPROVEMENT.

Fox and  
Wisconsin riv-  
ers improve-  
ment.

To pay in full the amounts certified by the Attorney General in Senate Executive Documents numbered Forty-two and Ninety-nine, Fifty-first Congress, first session, to be due the several commissioners for services and expenses in ascertaining the flowage damages caused by improvements of the Fox and Wisconsin Rivers, in the State of Wisconsin, as follows:

To Commissioner Joseph C. Burdick, six thousand eight hundred and forty-two dollars and fifty cents;

Payment to  
Commissioners.

To Commissioner J Volney Swetting, four thousand three hundred and forty-seven dollars;

To Commissioner B. L. Cornish, six thousand seven hundred and eighty-five dollars;

To Commissioner Samuel Vincent, three thousand one hundred and five dollars;

To Commissioner J. W. Watson, two thousand eight hundred and forty dollars and fifty cents;

To Commissioner Franklin Bowen, two thousand three hundred and thirty-four dollars and fifty cents;

To Commissioner Otis F. Chase, one thousand six hundred and thirty-three dollars;

To Commissioner William Decker, two thousand four hundred\* and seventy-two dollars and fifty cents;

To Commissioner W. F. S. Root, two thousand one hundred and sixteen dollars;

To Commissioner George H. Buckstaff two thousand eight hundred and eight-six dollars and fifty cents; in all, thirty-five thousand three hundred and sixty-two dollars and fifty cents.

E. E. Chapin, rent.

To pay E. E. Chapin for rent of office for use of the special assistant United States attorney appointed to represent the Government in the Fox and Wisconsin River suits, and the Government commissioners, from June thirtieth, eighteen hundred and eighty-six, and January first, eighteen hundred and ninety, at the rate of two hundred and twenty-five dollars per annum, seven hundred and eighty-seven dollars and fifty cents.

Payment of judgments and awards.

Vol. 18, p. 506.  
Ante, p. 252.

For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General in compliance with Senate resolution of August first, eighteen hundred and ninety, in Senate Executive Document Numbered Two hundred and six, Fifty-first Congress, first session, one hundred and twenty thousand four hundred and two dollars and seventy cents.

Removal of pending suits.

Vol. 18, p. 506.  
Ante, p. 252.

And any suit now pending in the courts of the State of Wisconsin brought under the provisions of the "Act to aid in the improvement of the Fox and Wisconsin Rivers in the State of Wisconsin," approved March third, eighteen hundred and seventy-five, to recover from the United States damages for alleged flowage of lands, may be removed for trial into the circuit court of the United States for the eastern district of Wisconsin by either party thereto upon the filing in the court where said suit is pending of a petition for such removal and a bond as now provided by law for the removal of causes. The presentation and filing of said petition and bond shall operate to remove said suit, and thereafter it shall be proceeded with in said circuit court of the United States: *Provided*, That no bond on such removal shall be required of the United States.

*Proviso.*

\* \* \* \*

SEC. 3. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and eighty-seven, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered one hundred and forty-four, Fifty-first Congress, first session, there is appropriated as follows:

Claims certified by accounting officers. 194.

Vol. 18, p. 110.  
Ante, p. 225.

Vol. 23, p. 254.

\* \* \* \* \*

CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller.

\* \* \* \* \*

For improvement Saint Francis River, Arkansas, thirty-four cents.

St. Francis River, Ark.

\* \* \* \* \*

Approved, September 30, 1890.

CHAP. 1130.—An Act Authorizing the use of the Louisville and Portland Canal Basin on certain conditions.

Sept. 30, 1890.  
Vol. 26, p. 554.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the written contract by and between the city of Louisville, the Louisville and Portland Canal Company, and John P. Byrne, made in the year eighteen hundred and seventy, under which the firm of Byrne and Speed, of Louisville, Kentucky, constructed a basin on the south side of the Louisville and Portland Canal, above Fifteenth street, and also erected buildings, with elevator machinery therein, on land then the property of the Louisville and Portland Canal Company, now the property of the United States, is ratified and confirmed, subject, however, to the following modifications and provisions, to wit: Byrne and Speed, their assignees and grantees, are hereafter to pay to the United States of America, for the use of the land, an annual rental of two hundred and fifty dollars, to be paid semiannually, through the officer in charge of the canal.

Louisville and Portland Canal.

Byrne & Speed may conditionally use the Louisville and Portland Canal basin, Louisville, Ky.

Ratification, etc., of contract.

Rental.

They shall not erect any additional buildings of any kind, but may keep in repair those now standing, or may reconstruct them or any part thereof, in case of destruction by fire or from other cause.

Building restriction.

SEC. 2. That when, in the opinion of the Secretary of War, the use of said basin or buildings shall become prejudicial to the canal or its use, he shall detail a commission of not less than three nor more than five officers of the Engineer Corps of the United States Army, with orders to assemble at Louisville, and to decide whether the use of the said basin or buildings is prejudicial to the canal or its use.

Notice.

Said commission shall cause notice to be given to Byrne and Speed, or their assigns, of the time and place of their sitting, and shall, after hearing any evidence offered by Byrne and Speed, or by the officer representing

Hearing, etc.

the Government, proceed to hear and determine the matter submitted to them, and if they find that the use of the said basin or buildings is prejudicial to the canal or its

Valuation, etc.

use, they will also assess and find the value of the excavation and masonry of the basin made and erected by Byrne and Speed in the construction of said basin, and

Removal of buildings, etc.

upon the payment or tender by the Secretary of War of the sum so fixed Byrne and Speed shall remove within six months their buildings from the canal property, dis-

Relinquishment of claims.

continue the use of said basin, and relinquish all claims under the above-mentioned contract.

Copy of finding.

A copy of the finding of the commission shall be furnished to Byrne and Speed, or their assigns.

Acceptance of ratification.

SEC. 3. That the ratification provided in this act shall not take effect unless within ninety days from its passage Byrne and Speed shall file with the Secretary of War their written acceptance of its provisions, and in the event

Failure to pay rent.

Byrne and Speed, or their assigns, shall at any time fail for the space of six months to pay any installment of rent due under this act their right to occupy the property herein mentioned shall at once cease.

Approved, September 30, 1890.

Oct. 1, 1890. [No. 60.] Joint Resolution To permit the Secretary of War to grant a revocable license to use a pier, as petitioned by vessel owners of Chicago, Illinois.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

Chicago, Ill.

Use of Government pier authorized.

That the Secretary of War is hereby authorized to grant by revocable license the use of the United States pier at Chicago, Illinois, situated North and East of the Illinois Central Railroad Company's wharf number one, and on south side of Chicago River; to such party or parties as he shall deem wise and expedient, subject to the following conditions [a] :

Vol. 27, p. 321.

Post, p. 655.

Vol. 28, p. 491.

Post, p. 728.

<sup>a</sup> This resolution is repealed by act approved August 23, 1894, which provides also that the property mentioned, viz. the south pier, Chicago River, shall be excepted from the provisions of act approved July 28, 1892, authorizing the Secretary of War to lease public property.

First. Said party or parties shall keep in thorough repair that part of the pier, two hundred and twenty-five feet in length, projecting beyond the end of the Illinois Central Railroad Company's docks so called.

Conditions.

Second. That the said party or parties, at his or their own expense, shall rebuild and keep in repair the superstructure of said one thousand feet of pier during the continuance of the license.

Third. That the United States Government shall have free use of any necessary part thereof for storage, upon giving the said party or parties sufficient notice to clear such part of said pier for such uses by the United States.

Fourth. That the said party or parties shall keep that part of the entrance to the Chicago River within fifty feet of the pier dredged, and shall prevent the dumping of ashes or refuse from vessels landing at the pier into the entrance to Chicago Harbor.

Approved, October 1, 1890.

**CHAP. 81.**—An Act For the relief of Stubbs and Lackey.

Jan. 19, 1891.

Vol. 26, p. 1335.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be directed to pay to Albert Stubbs and Job Lackey, of Lebanon, Ohio, the sum of two thousand one hundred and twenty-eight dollars and eighty-seven cents, in full of all work done by them, or by John B. Holbrook, in building a dike at Merriam Bar, and dams at Captina and Fish Creek Islands, in the Ohio River; and there is hereby appropriated, for such purposes, out of funds otherwise unappropriated and lying in the Treasury, the sum of two thousand one hundred and twenty-eight dollars and eighty-seven cents.

Albert Stubbs  
and Job Lackey,  
payment to.

Approved, January 19, 1891.

**CHAP. 126.**—An Act To promote the construction of a safe deep-water harbor on the coast of Texas.

Feb. 9, 1891.

Vol. 26, p. 740.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Corpus Christi and Padre Island Harbor Company, created and existing under and by virtue of articles of incorporation drawn in accordance with and by authority of the general incorporation act of the State of Texas, and dated December tenth, eighteen hundred and eighty-seven, or its successors or assignees, be, and is hereby, authorized and empowered to construct, at their exclusive cost, as in their charter provided, a sea-wall, breakwaters, and viaduct off the shore of Padre Island, on the coast of Texas, within the jurisdiction of the United

Corpus Christi and Padre Island Harbor Co. may construct harbor and bridges at Padre Island, Tex.  
Vol. 27, p. 422; vol. 30, p. 1128; vol. 32, p. 341.  
*Post*, pp. 657, 855, 964.

States, subject to the terms and conditions herein set forth.

**Commence-ment.** SEC. 2. That said company shall, within two years after the passage of this act, locate and commence the construction of said harbor at a point to be selected by them off Padre Island, coast of Texas. Commencing at the water's edge and running at an angle to the shore they shall construct a viaduct of the most approved modern plan, extending seaward until a depth of, say, twenty-seven feet of water is reached; thence continuing in the same direction they shall construct a sea-wall until thirty feet or more of water is reached; thence turning southward at an angle or curve which shall throw the sea-wall parallel, or nearly so, with the shore-line of Padre Island, they shall construct a sea-wall three thousand feet in length, said sea-wall to be placed upon a base of riprap or other suitable foundation, upon which shall be constructed a wall of concrete of such form of structure as the engineer officer of said company may hereafter adopt, twenty-two feet thick, more or less, and twenty-nine feet high, reaching eleven feet above mean low water.

**Location.**

**Viaduct.**

**Depth of water.**

**Sea walls.**

**Length.**

**Base and wall.**

**Height, etc.**

**Breakwaters.** They shall also construct breakwaters of sufficient length and so placed as to protect the shore end of the viaduct, and another of sufficient length and so placed as to protect the entrance to the embayed space, thus forming an outer harbor sufficient in extent to afford dockage for, and accommodation at its wharves for, thirty of the largest ocean steamers afloat and two hundred or more smaller vessels or coasters at one time, and shall complete said work within four years from the commencement of the same. When completed, the embayed space or harbor shall be, and is hereby, declared to be a harbor of refuge for the vessels of all nations and such vessels as may touch for orders, free of charge, except such vessels as may land at the wharves.

**Dimensions, etc., of outer harbor.**

**Completion.**

**Free harbor of refuge for vessels.**

**Exceptions.**

**Port charges and wharfage.** SEC. 3. That in consideration of the free use of the embayed space or harbor as a harbor of refuge for the vessels of all nations except vessels which land at and use the wharves, and in further consideration of the vast benefit to the general commerce of the whole country and in lieu of any money appropriations for the improvement of the said coast, the said company shall be allowed to charge and collect such reasonable port charges and wharfage as may be prescribed by regulations that may be made by the Secretary of the Treasury of the United States, in conformity with the laws of the United States.

**Secretary of Treasury to regulate.**

**Charges, etc.** SEC. 4. That no wharfage or port charges shall be charged until after the said improvement shall have been inspected by a board of three engineers of the United States Army, appointed by the Secretary of War for the purpose, and found to have been fully completed in accordance with the terms of this act and until such report shall have been approved by the Secretary of War.

**Inspection by Army engineers, etc.**

SEC. 5. That the United States Government specially reserves the right at its option to take said works upon payment to the owners thereof the actual value of the same at the time of taking, which value shall be determined by a board of engineers of the United States Army, to be appointed by the Secretary of War for the purpose.

Optional right of Government to take possession, etc.  
Determination of value.

SEC. 6. The rights herein granted to the "Corpus Christi and Padre Island Harbor Company" are upon the condition that there shall be no discrimination made in favor of or against any individual or corporation in regard to the use of said harbor or its approaches by land or water.

No discrimination in use of harbor, etc.

SEC. 7. That the said Corpus Christi and Padre Island Harbor Company be, and hereby is, authorized and empowered to construct bridges across Laguna Madre from the main land to Padre Island in accordance with such plans and specifications as the Secretary of War may approve.

May bridge Laguna Madre.

Location of bridges.

Secretary of War to approve plans.

Approved, February 9, 1891.

**CHAP. 164.**—An Act To authorize the construction of a tunnel under the waters of the bay of New York, between the town of Middletown, in the county of Richmond, and the town of New Utrecht, in the county of Kings, in the State of New York, and to establish the same as a post-road.

Feb. 13, 1891.  
Vol. 26, p. 748.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the New Jersey and Staten Island Junction Railroad Company, a corporation existing under the laws of the State of New York, to build and maintain a tunnel under the waters of the bay of New York, from a point in the town of Middletown, in the county of Richmond, in said State, to a point in the town of New Utrecht, in the county of Kings, in said State, for the passage of railroad trains, engines, and cars in and through the same, and to lay in and through said tunnel such and so many railway tracks as may be necessary for the use of said company, and such connections or extensions thereof as may be made. \* \* \*

New Jersey and Staten Island Junction Railroad Co. may tunnel New York Bay from Middletown to New Utrecht, N. Y. Railroad tunnel.

Tracks, etc.

SEC. 2. That said tunnel shall be so constructed as not in any manner to interfere with the navigation of ships, steamboats, and other water-craft in the said bay of New York; that the upper surface of the covering arch of the said tunnel shall be placed at a depth below the bed of the said bay sufficient to save and protect the waters of the said bay and the currents and channels thereof from any change or alteration by reason of the construction of the said tunnel or any part thereof; and no obstruction, either of a temporary or permanent character, to the free and unrestricted navigation of the said bay of New York shall be built anywhere within the waters of said

Security of navigation.

Depth below bed.

No obstruction in waters.

bay in connection with the construction of the tunnel or any part thereof.

Lawful structure.

SEC. 3. That any tunnel constructed under this act together with the approaches thereto, and according to its terms and limitations, shall be a lawful structure. \* \* \*

Secretary of War to approve plan, location, etc.

SEC. 4. That the plan and location of said tunnel, with a detailed map of the bay of New York at, over, and near to the proposed site of the said tunnel, exhibiting the depth of water and the currents and channel thereof, shall be submitted to the Secretary of War for his approval, and until he shall approve the plan and location of said tunnel, it shall not be built, but upon the approval of said plans by the Secretary of War the said company may proceed to the building of the said tunnel in conformity with said approved plan; and no change shall be made in the plan or location of said tunnel during the progress of the work thereon, except the same be first approved by the Secretary of War.

Change of plan, etc.

Structural changes, etc.

If the Secretary of War shall at any time deem any change or alterations necessary in the said tunnel, so that the same shall not interfere with or endanger the navigation of ships, steam-boats, and other water-craft, or if he shall deem the disuse of the whole structure necessary for the preservation of the harbor for the purpose of navigation, the alteration so required shall be made at the expense of the parties owning said structure.

Commencement and completion.

SEC. 5. That if work shall not be commenced upon said tunnel within three years and completed within ten years after the passage of this act, the rights and privileges hereby granted shall determine and cease.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, February 13, 1891.

Feb., 13, 1891.  
Vol. 26, p. 1348.

**CHAP. 175.**—An Act For cancellation of contract with United States engineer for delivery of stone for the improvement of the mouth of the Columbia River in Oregon and Washington.

Oregon Paving and Contract Co., cancellation of contract with.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized to cancel a certain contract entered into by and between the Oregon Paving and Contract Company, of the one part, and Captain Charles F. Powell, United States Engineer, acting for and on behalf of the United States, of the other part, and dated the second day of June, anno Domini eighteen hundred and eighty-seven, whereby said Oregon Paving and Contract Company contracted to furnish a certain amount of stone of certain dimensions to be used in the improvement of the mouth of the Columbia River, Oregon, on such terms as he may deem equitable and just.

Approved, February 13, 1891.



**CHAP. 252.**—An Act To facilitate the collection of commercial statistics required by section two of the river and harbor appropriation Acts of eighteen hundred and sixty-six and eighteen hundred and sixty-seven. Feb. 21, 1891.  
Vol. 26, p. 766.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That owners, agents, masters, and clerks of vessels arriving at or departing from localities where works of river and harbor improvement are carried on shall furnish, on application of the persons in local charge of the works, a comprehensive statement of vessels, passengers, freight, and tonnage. Commercial statistics at river and harbor works.  
Vol. 14, pp. 73, 421.  
*Ante*, pp. 155, 164.  
Vessel owners, etc., must furnish statement.

**SEC. 2.** That every person or persons offending against the provisions of this act shall, for each and every offense, be liable to a fine of one hundred dollars, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed. Penalty.  
  
Enforcement.

Approved, February 21, 1891.

**CHAP. 528.**—An Act To provide for the examination and survey of a breakwater to form a harbor of safety and refuge in Lynnhaven Bay, near Cape Henry, at the foot of Chesapeake Bay, Virginia. Mar. 3, 1891.  
Vol. 26, p. 839.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby directed to cause examination and survey to be made, and the estimated cost of improvement to be estimated for a breakwater to form a harbor of safety and refuge in Lynnhaven Bay, near Cape Henry, at the foot of Chesapeake Bay, Virginia. Lynnhaven Bay, Va.  
Survey, etc., of, for harbor of refuge.

Approved, March 3, 1891.

**CHAP. 540.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, and for prior years, and for other purposes. Mar. 3, 1891.  
Vol. 26, p. 862.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-one, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

**MISSISSIPPI RIVER COMMISSION:** For salaries of the Mississippi River Commission from July first, eighteen hun- Mississippi River Commission.

dred and ninety, to September eighteenth, eighteen hundred and ninety, inclusive, one thousand nine hundred and fifty dollars. \* \* \*

\* \* \* \* \*

Approved, March 3, 1891.

Mar. 3, 1891.  
Vol. 26, p. 948.

**CHAP. 542.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, and for other purposes.

Sundry civil  
expenses appro-  
priations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled;* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, namely:

\* \* \* \* \*

Lewes iron  
pier.

And the Secretary of War is hereby directed to assign to the Secretary of the Treasury so much space on the Lewes iron pier as may be necessary to enable the Marine Hospital Service to establish and conduct thereon such disinfection machinery as may be required for the proper disinfection of the cargoes of vessels detained at the quarantine, and when the breakwater shall have been completed then the said pier shall be permanently assigned to the Treasury Department: *Provided*, That such occupation and use of the pier by the Marine Hospital Service does not interfere with the engineering operations of the War Department in the completion of the breakwater improvement.

\* \* \* \* \*

Rivers and  
harbors  
Continuing  
improvements,  
harbor at Phil-  
adelphia, Pa.

*Provisos.*

Modification  
of plan.

Deposit of  
material on  
League Island.

Available ap-  
propriations.  
Title.

Harbor at  
Baltimore, Md.

For improving harbor at Philadelphia, Pennsylvania: Continuing improvement; removal of Smith's Island and Windmill Island, Pennsylvania, and Petty's Island, New Jersey, and adjacent shoals, three hundred thousand dollars: *Provided*, That the plan for the improvement may be modified by changing the line limiting the excavation on Betty's [Pettys] Island to such position as the Secretary of War may consider desirable, and the material to be removed from said islands and shoals under this appropriation and appropriations heretofore made shall be deposited and spread on League Island and to the extent of the cost of such deposit and spreading the said appropriations are hereby made available: *Provided further*, That the title to any additional lands acquired for this purpose shall be vested in the United States without charge to the latter.

For improving harbor at Baltimore, Maryland: Continuing improvement, one hundred and fifty-one thousand two hundred dollars.

For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, six hundred thousand dollars.

Harbor at Galveston, Tex.

For improving Saint Mary's River, Michigan: Continuing improvement to Saint Mary's Falls, six hundred thousand dollars.

St. Marys River, Mich.

For improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, three hundred thousand dollars.

Hay Lake channel, Mich.

\* \* \* \* \*

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor. Injurious deposits.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Pay of Inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Steamer Argus; pay of crew, etc.

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars; in all, thirty-three thousand dollars.

Steamer Nimrod; pay of crew, etc.

\* \* \* \* \*

Approved, March 3, 1891.

[No. 18.] Joint Resolution Authorizing the State of Oregon to construct, maintain and operate a portage railroad over the property of the United States at the Cascades of the Columbia River, Oregon.

Mar. 3, 1891.  
Vol. 26, p. 1116.

*Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled,* That the State of Oregon is hereby authorized to construct, maintain and operate a portage railroad over the lands belonging to the United States at the Cascades of the Columbia River in the State of Oregon and to use in the construction of the same and in the operation thereof, the Government roads upon said lands: *Provided*, That such occupation and use shall not interfere with the Government works at said Cascades, and shall be under such restrictions and regulations as the Secretary of War shall prescribe.

Oregon may build portage railroad over United States lands at Cascades of Columbia River.

*Proviso.*  
Noninterference with Government works.

Approved, March 3, 1891.

[No. 19.] Joint Resolution Appropriating one million dollars for the improvement of the Mississippi River and making the same immediately available.

Mar. 3, 1891.  
Vol. 26, p. 1116.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of one million dollars is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the improvement of the Mississippi River, improvement from Head of Passes to Ohio River.

Mississippi River, improvement from Head of Passes to Ohio River.

*Provisos.*

Repairing  
levees.

Salaries,  
Mississippi  
River Commis-  
sion.

Mississippi River from the Head of the Passes to the mouth of the Ohio River, which sum shall be immediately available and shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands or private property by overflows: *Provided, however*, That the commission is authorized to repair and build levees, if in their judgment it should be done, as part of their plans to afford ease and safety to the navigation and commerce of the river and to deepen the channel: *Provided further*, That the office, clerical, and traveling expenses and salaries of the Mississippi River Commission may be paid from this appropriation.

Approved, March 3, 1891.

Feb. 25, 1892.  
Vol. 27, p.  
393.

[No. 3.] Joint Resolution Investigating mining débris in California.

Mining dé-  
bris, Califor-  
nia.

Secretary of  
War to submit  
what amount  
should be ex-  
pended to in-  
vestigate.

Vol. 25, p.  
498.  
Ante, p. 533.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, requested to submit for the consideration of Congress what amounts can be profitably expended during the coming year to carry out the recommendations made by the Commission of Engineers, United States Army, appointed under the provisions of an act of Congress approved October first, eighteen hundred and eighty-eight, entitled "An act to investigate mining débris in California," for "restriction works, dams and wing-dams, to restrain the mining débris where now situated, and prevent its lodgment in the rivers of California, to the injury of navigation and commerce."

Approved, February 25, 1892.

June 6, 1892.  
Vol. 27, p. 46.

**CHAP. 92.**—An Act Granting to the Topeka Water and Electric Power Company of Kansas the right to erect and maintain a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Topeka Wa-  
ter and Electric  
Power Co. may  
dam Kansas  
River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the assent of Congress is hereby given to the Topeka Water and Electric Power Company, a corporation created and organized under the laws of Kansas, its successors and assigns, to erect, construct, and maintain a dam or dams across the Kansas River at any suitable place or places within Shawnee County, in the State of Kansas.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved. Amendment,  
etc.

Approved, June 6, 1892.

**CHAP. 138.**—An Act For the relief of the Kentucky and Indiana Bridge Company. June 30, 1892.  
Vol. 27, p. 61.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Kentucky and Indiana Bridge Company, a corporation created by and existing under the laws of the Commonwealth of Kentucky, be, and it hereby is, authorized to occupy and acquire title to so much of the land of the Louisville and Portland Canal, the property of the United States as is now occupied by the south abutment of the said Kentucky and Indiana bridge and the contiguous trestles in the approach thereto, on the payment to the United States by the said bridge company of the fair value of such specified tract, to be determined by agreement between the said Kentucky and Indiana Bridge Company and the Secretary of War.

Approved, June 30, 1892.

**CHAP. 158.**—An Act Making appropriations for the construction, repair and preservation of certain public works or rivers and harbors, and for other purposes. July 13, 1892.  
Vol. 27, p. 88.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Improving harbor at Camden, Maine: Continuing improvement, twelve thousand dollars. Appropriations for rivers and harbors.  
  
Harbors.  
Camden, Me.

Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars. Rockland, Me.

Improving Mooseabec Bar, Maine: Continuing improvement, fifteen thousand dollars. Mooseabec bar, Me.

Improving harbor at York, Maine: Completing improvement, nine thousand dollars. York, Me.

Improving harbor at Portland, Maine: Completing improvement, thirty thousand dollars. Portland, Me.

Improvement of channel in Back Cove, Portland Harbor, Maine: Continuing improvement, twenty thousand dollars. Back Cove, Portland, Me.

Mount Desert to Porcupine Island, Me., breakwater.

For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, fifty thousand dollars.

Belfast, Me.

Improving harbor at Belfast, Maine: Continuing improvement, ten thousand dollars.

Little Harbor, N. H.

Improving harbor of refuge at Little Harbor, New Hampshire, Continuing improvement, thirty thousand dollars.

Boston, Mass.

Improving harbor at Boston, Massachusetts: Continuing improvement, by deepening and widening the main channel to a depth of twenty-seven feet and a width of one thousand feet, three hundred thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be used in the further prosecution of the work in Nantasket Beach Channel, and twenty-five thousand dollars in extending main ship channel from its termination at the southeast corner of Grand Junction wharf eastwardly towards Jeffrey's Point.

Lynn, Mass. *Provido.*

Improving harbor at Lynn, Massachusetts: Continuing improvement, ten thousand dollars: *Provided*, That the whole or any portion of this appropriation may be expended on the Western channel in the discretion of the Secretary of War.

Nantucket, Mass.

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Newburyport, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.

Plymouth, Mass.

Improving harbor at Plymouth, Massachusetts: Completing improvement, nine thousand five hundred dollars.

Provincetown, Mass.

For maintenance of works in harbor at Provincetown, Massachusetts, one thousand five hundred dollars.

Wareham, Mass.

Improving harbor at Wareham, Massachusetts: Completing improvement, seven thousand two hundred and thirty-six dollars.

Hingham, Mass.

Improving harbor at Hingham, Massachusetts: Completing improvement, three thousand dollars.

Hyannis, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, six thousand dollars.

Vineyard Haven, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand five hundred dollars.

Sandy Bay, Cape Ann, Mass.

Improving national harbor of refuge at Sandy Bay Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.

Gloucester, Mass.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars.

Manchester, Mass.

Improving harbor at Manchester, Massachusetts: Completing improvement, six thousand eight hundred dollars.

New Bedford, Mass.

Improving harbor at New Bedford, Massachusetts: Continuing improvement, seven thousand five hundred dollars.

Improving inner harbor at Marthas Vineyard, Massachusetts: Completing improvement, two thousand five hundred dollars. Marthas  
Vineyard,  
Mass.

Improving harbor at Salem, Massachusetts: Completing improvement, fourteen thousand dollars. Salem, Mass.  
Vol. 28, p. 338.  
Post, p. 678.

Improving harbor at Westport, Massachusetts: Completing improvement, one thousand dollars. Westport,  
Mass.

Improving Canapitsit Channel, Massachusetts, between the islands of Cuttyhunk and Neshawana, completing improvement, four thousand eight hundred dollars. Canapitsit  
Channel, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars. Scituate,  
Mass.

Improving harbor at Winthrop, Massachusetts: Continuing improvement, three thousand dollars. Winthrop,  
Mass.

Improving harbor at Kingston, Massachusetts, and the approaches to the public wharves of said port and of North Plymouth, ten thousand dollars. Kingston,  
Mass.  
North Plym-  
outh, Mass.

Improving harbor at Block Island, Rhode Island: Completing improvement, twenty-four thousand dollars. Block Island,  
R. I.

Improving harbor at Newport, Rhode Island, including the removal of the spit at the south end of Goat Island, Continuing improvement, twenty-five thousand dollars. Newport, R. I.

Constructing harbor of refuge at Point Judith, Rhode Island: Continuing construction, seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may, from time to time, be made by law, not to exceed in the aggregate one million and one hundred thousand dollars, exclusive of the amount herein and heretofore appropriated. Point Judith,  
R. I. Harbor  
of refuge.  
*Provido.*  
Contracts.  
  
Limit.

Improving entrance to Point Judith Pond, west of Point Judith, Rhode Island, seven thousand five hundred dollars. Point Judith  
Pond, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, between Inner Beacon and Naugatuck wharf, twenty thousand dollars. Bridgeport,  
Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars. Black Rock,  
Conn.

Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred and twenty thousand dollars. New Haven,  
Conn., break-  
waters.

Improving harbor at Stonington, Connecticut: Completing improvement, twelve thousand five hundred dollars. Stonington,  
Conn.

Improving harbor at Clinton, Connecticut: Continuing improvement, two thousand dollars. Clinton,  
Conn.

Improving harbor at Five-mile River, Connecticut: Continuing improvement, five thousand dollars. Five mile  
River, Conn.

Improving harbor of refuge at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, thirty-five thousand dollars. Duck Island,  
Conn.

New Haven, Conn.	Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.
Stamford, Conn.	Improving harbor at Stamford, Connecticut: Fifteen thousand dollars, not less than one-half of which shall be expended on the East Branch.
Coscob and Mianus River, Conn.	Improving harbor at Cos Cob and Mianus River, Connecticut, seven thousand dollars.
Buffalo, N. Y.	Improving harbor at Buffalo, New York: Continuing improvement, three hundred thousand dollars.
Rouses Point, N. Y.	Constructing breakwater at Rouses Point, New York: Completing improvement, fifteen thousand dollars.
Canarsie Bay, N. Y.	Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.
Charlotte, N. Y.	Improving harbor at Charlotte, New York: Continuing improvement, twenty-five thousand dollars.
Dunkirk, N. Y.	Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.
Flushing Bay, N. Y.	Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars.
Glencove, N. Y.	Improving harbor at Glen Cove, New York: Continuing improvement, ten thousand dollars.
Gowanus Bay, N. Y.	Improving Gowanus Bay channels, New York: Continuing improvement, one hundred thousand dollars, for distribution by allotment between the Red Hook and Gowanus Creek channels, at the discretion of the Secretary of War.
Bay Ridge channel, N. Y.	Improving Bay Ridge channel, Gowanus Bay, New York Harbor, New York: Completing improvement, ninety-eight thousand six hundred dollars.
Great Sodus Bay, N. Y.	Improving harbor at Great Sodus Bay, New York: Continuing improvement, fifteen thousand dollars.
Greenport, N. Y.	Improving harbor at Greenport, New York: Completing improvement, eleven thousand dollars.
Little Sodus Bay, N. Y.	Improving harbor at Little Sodus Bay, New York: For maintenance of existing works and deepening of channel, six thousand dollars.
Ogdensburg, N. Y.	Improving harbor at Ogdensburg, New York: Continuing improvement, forty thousand dollars.
Oswego, N. Y. Vol. 27, p. 602. Post, p. 668.	Improving harbor at Oswego, New York: Continuing improvement, forty thousand dollars.
Rondout, N. Y.	Improving harbor at Rondout, New York: For repairs to existing works, five thousand dollars.
New York, N. Y.	Improving New York Harbor, New York: Continuing improvement, one hundred and seventy thousand dollars.
Saugerties, N. Y.	Improving harbor at Saugerties, New York: To maintain the dike in repair and to remove the rocky points near the shore end of the north dike, five thousand dollars.
Port Ches- ter, N. Y.	Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.
Tonawanda Harbor, Niaga- ra River, N. Y.	Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, seventy-five thousand dollars.



Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars.

Channel,  
Staten Island  
and New Jersey.

Improving Arthur Kill, between Staten Island and New Jersey shore, New York and New Jersey: Continuing improvement, five thousand dollars.

Arthur Kill,  
N. Y. and N. J.

Improving harbor at Huntington, New York: Continuing improvement, five thousand dollars.

Huntington,  
N. Y.

Improving Buttermilk Channel, New York Harbor, one hundred thousand dollars.

Buttermilk  
channel, N. Y.

Improving harbor at Port Jefferson Inlet, New York: Continuing improvement, ten thousand dollars.

Port Jefferson,  
N. Y.

Improving harbor at Pultneyville, New York: Continuing improvement, one thousand dollars.

Pultneyville,  
N. Y.

Improving Jamaica Bay, New York: Completing improvement in accordance with plan numbered three of Lieutenant-Colonel Gillespie, Corps of Engineers, submitted December sixteenth, eighteen hundred and ninety, nine thousand four hundred and sixty dollars.

Jamaica  
Bay, N. Y.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which, in the discretion of the Secretary of War, may be used in dredging bar between South Amboy and Great Beds Light.

Raritan  
Bay, N. J.

Improving Keyport Harbor, New Jersey: Continuing improvement, five thousand dollars.

Keyport,  
N. J.

Improving harbor at Erie, Pennsylvania: Continuing improvement, forty thousand dollars.

Erie, Pa.

The material removed in improving the harbor of Philadelphia, Pennsylvania and New Jersey, in accordance with the plan adopted by Congress in the act of September nineteenth, eighteen hundred and ninety, under appropriations heretofore made, or any part of said material, may be deposited in any place or places approved by the engineer officer in charge of the work: *Provided*, That the full amount of material to be deposited and spread on League Island, as provided for under the existing contract, shall be so deposited and spread before the completion of the work covered by the contract; and all acts or parts of acts inconsistent or in conflict with this provision are hereby repealed.

Philadel-  
phia, Pa.

Deposit of  
material.

*Proviso.*

League  
Island.

Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars.

Delaware  
Breakwater,  
Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, forty thousand dollars.

Wilmington,  
Del.

Improving harbor at Cambridge, Maryland: Completing improvement, seven thousand seven hundred and thirty-seven dollars: *Provided*, That no part of said sum shall be expended above the bridge until the draw in said bridge shall have been widened sufficiently to accommodate the commerce on the river.

Cambridge,  
Md.

*Proviso.*  
Removal of  
draw.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred and fifty thousand dollars.

Norfolk, Va.

Onancock,  
Va.

Improving harbor at Onancock, Virginia: Completing improvement, six thousand five hundred and eleven dollars.

Cape Charles  
City, Va.

Improving harbor at Cape Charles City, Virginia, and its approaches: Continuing improvement, ten thousand dollars, to be expended in dredging and for such protec-

*Proviso.*  
Vol. 29, p.  
207.  
*Post*, p. 751.  
Use of basin.

tive works as are recommended by the engineer: *Provided*, That, before any Government money shall be expended in the improvement of this harbor or any of its approaches, the owners of the basin forming the harbor and the channel or canal leading thereto, or connecting said harbor with the [*sic*] Cherrystone Inlet, shall execute, or cause to be executed, and file with the Secretary of War an instrument in writing, satisfactory to the said Secretary of War, giving to any and all vessels, upon any and all occasions for all time to come, the right to enter and remain in said harbor and transact business therein without charge, except legitimate, usual and reasonable wharf charges to be determined by the Secretary of War in event of disagreement and shall further legally dedicate or cause to be dedicated to public use an approach to the wharves of said harbor from the nearest public highway of not less than forty feet in width, to be approved by the Secretary of War.

Wharf  
charges.

Beaufort,  
N. C.

Improving harbor at Beaufort, North Carolina: Continuing improvement, ten thousand dollars.

Charleston,  
S. C.

Improving harbor at Charleston, including Sullivan Island and Mount Pleasant Shore, South Carolina: Continuing improvement, two hundred and twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million nine hundred and fifty-three thousand dollars, exclusive of the amount herein and heretofore appropriated.

*Proviso.*  
Contracts.  
Vol. 32, p. 337.  
*Post*, p. 958.

Limit.

Georgetown,  
S. C.

Improving harbor at Georgetown, South Carolina: Completing improvement, twelve thousand dollars.

Winyah Bay,  
S. C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars.

Brunswick,  
Ga.

Improving harbor at Brunswick, Georgia: Completing improvement, twenty-seven thousand five hundred dollars.

Cumberland  
Sound, Ga.

Improving Cumberland Sound, Georgia: Continuing improvement, one hundred and seventy thousand dollars.

Savannah,  
Ga.

Improving harbor at Savannah, Georgia: Continuing improvement, three hundred and eighteen thousand seven hundred and fifty dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million eight hundred and

*Proviso.*  
Contracts.

Limit.

thirty-one thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated.

Improving harbor at Darien, Georgia: Continuing improvement, twenty-five thousand dollars. Darien, Ga.

Improving harbor at Apalachicola Bay and river, Florida: Continuing improvement, twenty thousand dollars. Apalachicola Bay and River, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, to obtain twenty-four feet of water by dredging, seventy-five thousand dollars. Pensacola, Fla.

Improving harbor at Tampa Bay, Florida: Completing improvement, ten thousand dollars. Tampa Bay, Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, seventy-five thousand dollars. Key West, Fla.

Improving harbor at Saint Augustine, Florida: Completing improvement, ten thousand dollars. St. Augustine, Fla.

Improving harbor at Mobile, Alabama: Continuing improvement, two hundred and twelve thousand five hundred dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million one hundred and eighty-one thousand three hundred dollars, exclusive of the amount herein and heretofore appropriated. Mobile, Ala.

*Proviso.*  
Contracts.  
Vol. 29, pp.  
467, 468.  
*Post*, p. 738.

Limit.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, one hundred thousand dollars, of which twenty thousand dollars or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used on the inner bars. Calcasieu River, La.

Improving and maintaining ship channel in Galveston Bay, Texas, from Bolivar Channel through Morgan's Cut and the channel constructed through Morgan's Point to the San Jacinto River: Continuing improvement, forty thousand dollars. Galveston Bay, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, three hundred and fifty thousand dollars. Sabine Pass, Tex.

Improving channel in West Galveston Bay, in accordance with plan recommended by Major Charles J. Allen, Corps of Engineers, submitted December twelfth, eighteen hundred and ninety, and printed in House Executive Document Numbered Twenty-two, Fifty-second Congress, first session, fifteen thousand dollars. West Galveston Bay, Tex.

Improving harbor at Ashtabula, Ohio: Continuing improvement, seventy thousand dollars, a portion of which may be used, in the discretion of the Secretary of War, in removing the ledge of rocks on the west side of the river channel inside the mouth. The Secretary of War, is hereby authorized to grant permission, under such regulations and orders as may be prescribed by him, to the Lake Shore and Michigan Southern Railway Company to remove so much of the easterly Government pier at the port of Ashtabula as, in his judgment, may be re- Ashtabula, Ohio.

Removal of  
part of pier.

- Provided.* moved without detriment to the navigation and commerce of the port: *Provided*, That said railway company shall, at its own cost and expense, construct a pier further eastward on its own ground, to answer the purpose of the one removed; the new pier to be constructed under plans to be approved by the Secretary of War. And the space between where the old pier was and the new pier shall be dredged to a depth to be prescribed by the Secretary of War, at the expense of said company, and be maintained at such depth by said company; and the Government of the United States shall, at all times, have the use of said substituted pier for its own vessels free of cost or charges.
- Construction of new pier.* Improving harbor at the mouth of Black River, Ohio: Continuing improvement, twenty thousand dollars.
- Use by Government vessels.* Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred thousand dollars.
- Black River (Lorain), Ohio. Improving harbor at Fairport, Ohio: Continuing improvement, thirty-five thousand dollars.
- Cleveland, Ohio. Improving harbor at Huron, Ohio: Continuing improvement, fifteen thousand dollars.
- Fairport, Ohio. Improving harbor at Sandusky, Ohio: Completing improvement, forty-one thousand seven hundred and twelve dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal at outer approach to harbor.
- Huron, Ohio. Improving harbor at Toledo—straight channel through Maumee Bay—Ohio: Continuing improvement, two hundred thousand dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal in old channel, and in extending the improvement up the Maumee River.
- Sandusky, Ohio. Improving harbor at Vermillion, Ohio: For repairs and dredging, two thousand dollars.
- Toledo, Ohio. Improving Conneaut Harbor, Ohio: For relocation of channel and construction of new piers (Scheme B, of Engineer's report), forty thousand dollars [<sup>a</sup>].
- Vermillion, Ohio. Improving harbor at Port Clinton, Ohio: Continuing improvement, ten thousand dollars, of which one thousand two hundred dollars are to be paid to Charles Roose, of Oak Harbor, Ohio, in full satisfaction for the necessary portion of the sand beach adjoining the inner end of the west revetment at Port Clinton Harbor, as recommended by the War Department, and in compliance with the settlement authorized by the act of Congress entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved August fifth, eighteen hundred and eighty-six.
- Conneaut, Ohio. Vol. 27, p. 474. *Post*, p. 658. Port Clinton, Ohio. Charles Roose. Payment to.
- Vol. 24, p. 314. *Ante*, p. 441.

<sup>a</sup> Act approved Feb. 24, 1893, amends this paragraph by striking out the words "For relocation of channel and construction of new piers (Scheme B, of Engineer's report)," and inserting in lieu thereof the words "To widen and deepen the existing old channel (Scheme A, Engineer's report)."

Improving outer harbor at Michigan City, Indiana: Continuing improvement, thirty thousand dollars. Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Completing improvement, fifteen thousand dollars.

Improving Calumet Harbor, Illinois: For maintenance of existing works, fifteen thousand dollars. Calumet, Ill.

Improving harbor at Chicago, Illinois: Completing improvement, seventy-two thousand dollars; and the engineer in charge of the harbor is directed, in his next report, to submit what, if any, improvement should be made by the Government in Chicago River, and the cost of same. Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty-five thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars. Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement and repairs, ten thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, ninety thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, thirty thousand dollars. Grand Marais, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement and for repairs, fifty thousand dollars: *Provided*, That no part of this sum shall be used in aid of the inner navigation until the city authorities, or private owners, have taken proper steps to prevent erosion of the banks and the washing of silt into the bed of the river. Manistee, Mich.  
*Proviso.*  
Protection of banks.

Improving harbor at Holland (Black Lake), Michigan: Continuing improvement, five thousand dollars. Holland, Mich.

Improving harbor at Monroe, Michigan: Continuing improvement and maintenance, ten thousand dollars. Monroe, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, seventy-five thousand dollars. Muskegon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, twenty thousand dollars. Ontonagon, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars. Pentwater, Mich.

Improving harbor of refuge at Sand Beach, Michigan: For repairs, custody, control of harbor, dredging and beginning construction of permanent superstructure, one hundred and fifty thousand dollars. Sandbeach (Harbor Beach), Mich.

Improving harbor at Saint Joseph, including Benton Harbor Canal, Michigan: Continuing improvement, sixty thousand dollars, of which one thousand dollars may be expended on the Saint Joseph River, in the discretion of the Secretary of War. The Cincinnati, Wabash and Michigan Railroad Company, owners of the lands abutting on the north side of Saint Joseph River and harbor, shall have the right to load and unload freight over the east three hundred feet of the wing dam or wall con- St. Joseph, Mich.  
Use of dam.

structed at the entrance to Benton Harbor Canal, in the harbor at Saint Joseph, Michigan, under such regulations and orders as may be approved by the Secretary of War; said right to be at any time revocable by him or Congress, after twenty days' notice to said company; and in consideration thereof the said railroad company shall, at their own proper cost and expense, rebuild, repair, renew, and protect the said three hundred feet of wing dam; all such rebuilding, repairs, and renewals to be done under the direction of the Chief of Engineers of the United States Army.

- S o u t h**  
Haven, Mich. Improving harbor at South Haven, Michigan: Continuing improvement ten thousand dollars.
- White Lake,**  
Mich. Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.
- Marquette,**  
Mich. Improving harbor at Marquette, Michigan: Continuing improvement, eighty thousand dollars.
- Ludington,**  
Mich. Improving harbor at Ludington, Michigan: Continuing improvements, five thousand dollars.
- Petoskey,**  
Mich. Improving harbor at Petosky, Michigan: Continuing improvement, twenty thousand dollars, which amount, together with the sum appropriated for this harbor in the act of September nineteenth, eighteen hundred and ninety, shall be used in the improvement of the harbor according to the plans for the smaller of the two projects submitted in the report of December twenty-first, eighteen hundred and eighty-nine, and printed in the annual report for eighteen hundred and ninety, pages twenty-six hundred and seventy-four and twenty-six hundred and seventy-five.
- Saugatuck,**  
Mich. Improving harbor at Saugatuck, Michigan: Continuing improvement, five thousand dollars.
- Ahnapee,**  
Wis. Improving harbor at Ahnapee, Wisconsin: Continuing improvement, seven thousand dollars.
- Green Bay,**  
Wis. Improving harbor at Green Bay, Wisconsin, twenty-five thousand dollars, to be expended on the existing project and in securing a sixteen-foot channel, in accordance with the recommendation of Major James F. Gregory, Corps of Engineers, submitted under date of February twelfth, eighteen hundred and ninety-two: *Provided*, That five thousand dollars of said sum may, in the discretion of the Secretary of War, be expended on the Fox River, below De Pere, Wisconsin.
- Kenosha,**  
Wis. Improving harbor at Kenosha, Wisconsin: Continuing improvement, fifteen thousand dollars, not exceeding two thousand five hundred dollars of which may be expended in dredging the inner harbor.
- Kewaunee,**  
Wis. Improving harbor at Kewaunee, Wisconsin: Continuing improvement, thirty thousand dollars.
- Manitowoc,**  
Wis. Improving harbor at Manitowoc, Wisconsin: Continuing improvement, and maintenance, twenty-eight thousand dollars.
- Milwaukee,**  
Wis. Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, seventy-five thousand dollars.

- Improving harbor at Milwaukee, Wisconsin: Completing improvement, fourteen thousand dollars. Milwaukee, Wis.
- Improving harbor at Port Washington, Wisconsin: Completing improvement, six thousand five hundred dollars. Port Washington, Wis.
- Improving harbor at Racine, Wisconsin: Continuing improvement, twenty-five thousand dollars. Racine, Wis.
- Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, seventy thousand dollars, a portion of which may, in the discretion of the Secretary of War, be used in dredging in Superior Bay along the dock line between the Quebec Channel and the main channel opposite the base of Connor's Point. Superior and St. Louis bays, Wis.
- Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-five thousand dollars. Sheboygan, Wis.
- Improving harbor at Ashland, Wisconsin: Continuing improvement, forty-five thousand dollars. Ashland, Wis.
- Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars. Two Rivers, Wis.
- Improving harbor of refuge at Sturgeon Bay Canal, Wisconsin: For maintenance of channel and piers, five thousand dollars. Sturgeon Bay Canal, Wis.
- Improving harbor at Oconto, Wisconsin: To maintain works, three thousand dollars. Oconto, Wis.
- Improving harbor at Duluth, Minnesota, including repairs to the canal, piers, the channel on the north shore of Saint Louis Bay, and the Saint Louis River, one hundred and twenty-five thousand dollars, of which forty-five thousand dollars, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, in the channel of Saint Louis River above Grassy Point. And the Secretary of War is hereby directed to cause an investigation to be made into the question of ownership of the ground on which is located the canal, canal entrances, and piers in this harbor, with the view of determining whether the grant and conveyance made by the city of Duluth, dated January ninth, eighteen hundred and eighty-eight, to the United States, and accepted by the United States in the river and harbor act of August eleventh, eighteen hundred and eighty-eight, covers the same in full, and make report thereof to Congress, and should it appear that a portion of the ground on which is located said canal, canal entrances, and piers has not yet been vested in the United States, to make such recommendations as may be necessary to the end that all the ground pertaining to said canal, canal entrances, and piers may become the property of the United States. Duluth, Minn.
- Investigation of title to land occupied by canal, etc.
- Vol. 25, p. 407. Ante, p. 493.
- Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars. Grand Marais, Minn.
- Improving harbor at Agate Bay, Minnesota: Continuing improvement, thirty thousand dollars. Agate Bay, Minn.
- Improving harbor and bay at Humboldt, California: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That contracts may be entered Humboldt, Cal. *Proviso*. Contracts.

into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million five hundred and sixty-five thousand one hundred and fifteen dollars, exclusive of the amount herein and heretofore appropriated.

Limit.

Oakland,  
Cal.

Improving harbor at Oakland, California: Continuing improvement, one hundred and fifty thousand dollars.

Wilmington,  
Cal.

Improving harbor at Wilmington, California: Completing improvement, fifty-one thousand dollars.

San Diego,  
Cal.

Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

San Luis  
Obispo, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, thirty thousand dollars.

Examination  
for deep-water  
harbor, San Pe-  
dro or Santa  
Monica, Cal.

The Secretary of War is hereby authorized and directed to appoint a board of five engineer officers of the United States Army, whose duty it shall be to make a careful and critical examination for a proposed deep-water harbor at San Pedro or Santa Monica bays, and to report as to which is the more eligible location for such harbor in depth, width, and capacity to accommodate the largest ocean-going vessels [*sic*] and the commercial and naval necessities of the country, together with an estimate of the cost. Said board of engineers shall report the result of its investigations to the Secretary of War on or before the first of November, eighteen hundred and ninety-two; and ten thousand dollars, or so much thereof as may be necessary, are hereby appropriated for said purpose.

Report.

Coos Bay,  
Oreg.

Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, two hundred and ten thousand dollars.

Yaquina Bay,  
Oreg.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, eighty-five thousand dollars.

Tillamook  
Bay, Oreg.

Improving Tillamook Bay, Oregon; fifteen thousand dollars.

Grays Har-  
bor, Chehalis  
River, Wash.

Improving Gray's Harbor and Chehalis River, Washington, fifty thousand dollars.

Olympia,  
Wash.  
Rivers.

Improving Olympia Harbor, Washington, thirty-five thousand dollars.

Bagaduce  
River, Me.

Improving Bagaduce River, Maine: Continuing improvements, five thousand dollars.

Kennebec  
River, Me.

Improving Kennebec River, Maine: Continuing improvement, one hundred thousand dollars, of which not exceeding five thousand dollars may, in the discretion of the Secretary of War, be expended between the cities of Augusta and Waterville.

Narraguagus  
River, Me.

Improving Narraguagus River, Maine: Continuing improvement, seven thousand five hundred dollars.

Penobscot  
River, Me.

Improving Penobscot River, Maine: Continuing improvement, forty thousand dollars.



Improving Saco River, Maine, including breakwater: Continuing improvement, twenty-five thousand dollars.	Saco River, Me.
Improving Harraseeket River, Maine: Completing improvement, sixteen thousand dollars.	Harraseeket River, Me.
Improving Bellamy River, New Hampshire: Continuing improvement, seven thousand five hundred dollars.	Bellamy River, N. H.
Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars.	Cocheco River, N. H.
Improving Otter Creek, Vermont: Completing improvement, ten thousand dollars.	Otter Creek, Vt.
Improving Powow River, Massachusetts: Continuing improvement, four thousand dollars.	Powow River, Mass.
Improving Taunton River, Massachusetts: Completing improvement, seven thousand dollars.	Taunton River, Mass.
Improving Merrimac River, Massachusetts: Completing improvement, one thousand five hundred dollars: <i>Provided</i> , That the amount appropriated in act of September nineteenth, eighteen hundred and ninety, for improving Merrimac River at Mitchell's Falls, may be applied to the general improvement of the river in the discretion of the Secretary of War.	Merrimac River, Mass. <i>Proviso.</i> Reappropriation. Vol. 26, p. 436. <i>Ante</i> , p. 558.
Improving Ipswich River, Massachusetts: Continuing improvement, two thousand five hundred dollars.	Ipswich River, Mass.
Improving Weymouth River, Massachusetts: Continuing improvement, ten thousand dollars.	Weymouth River, Mass.
Improving Mystic and Malden rivers, Massachusetts, ten thousand dollars.	Mystic and Malden rivers, Mass.
Improving Essex River, Massachusetts, five thousand dollars.	Essex River, Mass.
Improving Pawtucket River, Rhode Island: Continuing improvement, thirty-five thousand dollars.	Pawtucket River, R. I.
Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, fifty thousand dollars.	Providence River and Narragansett Bay.
Improving Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, ten thousand dollars.	Green Jacket shoal, R. I.
Improving Pawcatuck River, Rhode Island: Completing improvement, three thousand eight hundred dollars.	Pawcatuck River, R. I.
Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars.	Connecticut River, Conn.
Improving Housatonic River, Connecticut: Continuing improvement, twenty thousand dollars.	Housatonic River, Conn.
Improving Thames River, Connecticut: Continuing improvement, thirty thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be applied for improvement in that portion of New London Harbor known as Shaw's Cove.	Thames River, Conn.
Improving Mystic River, Connecticut: Continuing improvement, ten thousand dollars.	Mystic River, Conn.
Improving Saugatuck River, Connecticut: seven thousand dollars to be expended in the improvement of the natural channel.	Saugatuck River, Conn.

Hudson River, N. Y.	Improving Hudson River, New York, by extension of project of improvement adopted in eighteen hundred and sixty-seven, so as to provide for a channel twelve feet deep and four hundred feet wide from Coxsackie to the foot of Broadway, Troy, and thence twelve feet deep and three hundred feet wide to the State dam at Troy, one hundred and eighty-seven thousand five hundred dollars:
Coxsackie to Troy dam.	<i>Provided</i> , That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the plan recommended by Board of Engineers, United States Army, dated October first, eighteen hundred and ninety-one, and printed in House Executive Document Numbered Twenty-three, Fifty-second Congress, first session, for the improvement of the Hudson River, as above stated, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million two hundred and sixty thousand four hundred and six dollars, exclusive of the amount herein and heretofore appropriated.
<i>Proviso. Contracts.</i>	
Limit.	
Newtown Creek and Bay, N. Y.	Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-five thousand dollars.
Harlem River, N. Y.	Improving Harlem River, New York: Continuing improvement, one hundred and seventy-five thousand dollars.
East River and Hell Gate, N. Y.	Improving East River and Hell Gate, New York: Removing obstructions, one hundred and fifty thousand dollars.
Brown's Creek, N. Y.	Improving Brown's Creek, Sayville, Long Island, New York: Continuing improvement, five thousand dollars.
Great Chazy River, N. Y.	Improving Great Chazy River, New York: Continuing improvement, five thousand dollars.
Lake Champlain Narrows, N. Y.	Improving narrows at Lake Champlain, New York: To complete improvement, eighteen thousand five hundred dollars.
St. Lawrence River, N. Y.	Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, ten thousand dollars.
Patchogue River, N. Y.	Improving Patchogue River, New York: Continuing improvement, eight thousand dollars.
Niagara River, N. Y.	Improving Niagara River, from Tonawanda to Port Day, New York, to secure channel eight feet deep at mean lake level, twenty thousand dollars.
Vol. 28, p. 341. <i>Post</i> , p. 681.	
Passaic River, N. J.	Improving Passaic River, New Jersey: Continuing improvement, forty-five thousand dollars.
Raritan River, N. J.	Improving Raritan River, New Jersey: Continuing improvement, forty thousand dollars.
Shrewsbury River, N. J.	Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars.
South River, N. J.	Improving South River, New Jersey: Continuing improvement, seven thousand dollars.
Alloway Creek, N. J.	Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.
Elizabeth River, N. J.	Improving Elizabeth River, New Jersey: Continuing improvement, five thousand dollars.

Improving Mattawan Creek, New Jersey: Completing improvement, nine thousand six hundred and twenty dollars. Mattawan Creek, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, five thousand dollars. Rancocas River, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, three thousand dollars. Shoal Harbor and Compton Creek, N. J.

Improving Goshen Creek, New Jersey, three thousand dollars. Goshen Creek, N. J.

Improving Salem River, New Jersey, two thousand five hundred dollars, to be expended above the canal. Salem River, N. J.

Improving Allegheny River, Pennsylvania, Continuing improvement, twenty-five thousand dollars. Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Completing improvement, forty-six thousand two hundred and fifty dollars. Schuylkill River, Pa.

Improving Delaware River from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, fifty thousand dollars. Delaware River, Pa. and N. J.

For continuing construction of dam at Herr's Island, Allegheny River, Pennsylvania, forty thousand dollars. Herr Island dam, Allegheny River, Pa.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars. Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, three thousand dollars. Smyrna River, Del.

Improving Murderkill River, Delaware; seven thousand dollars. Murderkill River, Del.

Improving Broad Creek River, Delaware, five thousand dollars. Broad Creek River, Del.

Improving Mispillion River, Delaware, according to project recommended by William F. Smith, United States agent, in his letter of November fifth, eighteen hundred and ninety-one, to the Chief of Engineers, United States Army, twelve thousand dollars. Mispillion River, Del.

Improving the inland water way from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the right of way is secured without cost to the United States. Inland waterway, Delaware and Chincoteague bays.   
 *Provided*,   
 Right of way.

Improving Choptank River, Maryland: Continuing improvement, three thousand dollars. Choptank River, Md.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, four thousand dollars, to be expended above Havre de Grace. Susquehanna River, Md. and Pa.

Improving Chester River, Maryland: Continuing improvement three thousand dollars. Chester River, Md.

Improving Elk River, Maryland: Continuing improvement, five thousand dollars. Elk River, Md.

Improving Manokin River, Maryland: Continuing improvement, Seven thousand five hundred dollars. Manokin River, Md.

North east River, Md.	Improving Northeast River, Maryland: Completing improvement, two thousand six hundred and forty dollars.
Wicomico River, Md.	Improving Wicomico River [ <sup>a</sup> ], Maryland: Continuing improvement, six thousand five hundred dollars.
Patapsco River, Md., Baltimore Harbor.	Improving Patapsco River, Baltimore Harbor, Maryland: For dredging a channel one hundred and fifty feet wide at bottom and of a depth of twenty-seven feet mean low water from the main ship channel to Curtis Bay, in accordance with recommendation of Colonel William P. Craighill, Corps of Engineers, submitted December thirteenth, eighteen hundred and ninety, twenty-eight thousand dollars.
Warwick River, Md.	Improving Warwick River, Maryland: In accordance with recommendation of United States Agent W. F. Smith, submitted August seventeenth, eighteen hundred and ninety-one, six thousand dollars.
Latrappe River, Md.	Improving Latrappe River, Maryland, in accordance with recommendation of United States Agent W. F. Smith, submitted July thirtieth, eighteen hundred and ninety-one, two thousand five hundred dollars.
Potomac River, D. C.	Improving Potomac River, Washington, District of Columbia: Continuing improvement, two hundred thousand dollars.
Appomattox River, Va.	Improving Appomattox River, Virginia: Completing improvement, fifteen thousand and eighty dollars.
Nansemond River, Va.	Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars.
Chickahominy River, Va.	Improving Chickahominy River, Virginia: Completing improvement, five thousand dollars.
James River, Va.	Improving James River, Virginia: Continuing improvement, two hundred thousand dollars.
Mattaponi River, Va.	Improving Mattaponi River, Virginia: Continuing improvement, four thousand dollars, of which one thousand five hundred dollars shall be expended between Aylett's and Guinea's bridges.
Nomini Creek, Va.	Improving Nomini Creek, Virginia: Continuing improvement, ten thousand dollars.
Pamunkey River, Va.	Improving Pamunkey River, Virginia: Continuing improvement, three thousand dollars.
Rappahannock River, Va.	Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars.
Urbanna Creek, Va.	Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars.
York River, Va.	Improving York River, Virginia: Continuing improvement, thirty-five thousand dollars.
Aquia Creek, Va.	Improving Aquia Creek, Virginia: Continuing improvement, five thousand dollars.
Occoquan Creek, Va.	Improving Occoquan Creek, Virginia: Continuing improvement, five thousand dollars.
Lower Machodoc Creek, Va.	Improving Lower Machodoc Creek, Virginia, three thousand dollars.

<sup>a</sup> On the eastern shore.

Improving Elk River, West Virginia, two thousand five hundred dollars.	Elk River, W. Va.
Improving Great Kanawha River, West Virginia; continuing improvement, two hundred and twenty-five thousand dollars: <i>Provided</i> , That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the revised project of improvement of January eighth, eighteen hundred and ninety-two, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million eighty thousand seven hundred dollars, exclusive of the amount herein and heretofore appropriated.	Kanawha River, W. Va.  <i>Proviso.</i> Contracts.  Limit.
Improving Guyandotte River, West Virginia: For maintenance, two thousand dollars.	Guyandotte River, W. Va.
Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars.	Gauley River, W. Va.
Improving Monongahela River, West Virginia: Continuing improvement, twenty-five thousand dollars, for beginning work on lock and dam number ten.	Monongahela River, W. Va.
Improving inland water way between Beaufort Harbor and New River, North Carolina: Continuing improvement; ten thousand dollars.	Waterway, Beaufort to New River, N. C.
Improving Lockwoods Folly River, North Carolina: Continuing improvement, three thousand dollars.	Lockwood Folly River, N. C.
Improving North East (Cape Fear) River, North Carolina: Continuing improvement, five thousand dollars.	Northeast (Cape Fear) River, N. C.
Improving Ocracoke Inlet, North Carolina: Continuing improvement, fifteen thousand dollars.	Ocracoke Inlet, N. C.
Improving Pasquotank River, North Carolina: Continuing improvement, three thousand dollars.	Pasquotank River, N. C.
Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fifteen thousand dollars.	Cape Fear River, N. C.
Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvement, two hundred thousand dollars.	
Improving Contentnia Creek, North Carolina: Continuing improvement, seven thousand dollars.	Contentnia Creek, N. C.
Improving Neuse River, North Carolina: Continuing improvement, fifteen thousand dollars.	Neuse River, N. C.
Improving New River, North Carolina: Continuing improvement, five thousand dollars.	New River, N. C.
Improving Pamlico and Tar Rivers, North Carolina: Continuing improvement, ten thousand dollars.	Pamlico and Tar rivers, N. C.
Improving Roanoke River, North Carolina: Continuing improvement, fifty thousand dollars.	Roanoke River, N. C.
Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.	Trent River, N. C.
Improving Yadkin River, North Carolina: Completing improvement, five thousand dollars.	Yadkin River, N. C.
Improving Lumber River, North and South Carolina: Continuing improvement, five thousand dollars.	Lumber River, N. C. and S. C.

- Fishing Creek, N. C.** Improving Fishing Creek, North Carolina: Continuing improvement, five thousand dollars, and a former appropriation of ten thousand dollars, together with this, may be expended whenever draws are provided in such bridges as are, in the opinion of the engineer in charge, unreasonable obstructions to navigation.  
*Vol. 26, p. 441; vol. 29, p. 220. Ante, p. 564; post, p. 769.*
- Black River, N. C.** Improving Block [Black] River, North Carolina: Continuing improvement, ten thousand dollars.
- Waterway, Norfolk, Va., to Albemarle Sound, N. C.** Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, nine thousand dollars.
- Edisto River, S. C.** Improving Edisto River, South Carolina: Completing improvement, seven thousand three hundred and eighty-five dollars.
- Great Pee Dee River, S. C.** Improving Great Pee Dee River, South Carolina: Continuing improvement, ten thousand dollars.
- Santee River, S. C.** Improving Santee River, South Carolina: Continuing improvement, thirty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim creek.
- Waccamaw River, N. C. and S. C.** Improving Waccamaw River, North and South Carolina: Continuing improvement, ten thousand dollars.
- Wappoo Cut, S. C.** Improving Wappoo cut, South Carolina: Continuing improvement, ten thousand dollars.
- Wateree River, S. C.** Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars.
- Congaree River, S. C.** Improving Congaree River, South Carolina: Continuing improvement, five thousand dollars.
- Mingo Creek, S. C.** Improving Mingo Creek, South Carolina: Continuing improvement, three thousand dollars.
- Little Pee Dee River, S. C.** Improving Little Pee Dee River, South Carolina: Continuing improvement, five thousand dollars.
- Clark River, S. C.** Improving Clark River, South Carolina: Completing [*sic*] improvement, two thousand five hundred dollars.
- Beaufort River, S. C.** Improving Beaufort River, South Carolina: Completing [*sic*] improvement, twelve thousand five hundred dollars.
- Altamaha River, Ga.** Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars.
- Chattahoochee River, Ga. and Ala.** Improving Chattahoochee River, Georgia and Alabama; Continuing improvement, twenty-five thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin.
- Flint River, Ga.** Improving Flint River, Georgia: Continuing improvement, fifteen thousand dollars, of which four thousand dollars are to be expended between Albany and Montezuma, and eleven thousand below Albany.
- Ocmulgee River, Ga.** Improving Ocmulgee River, Georgia: Continuing improvement, twenty-five thousand dollars, of which twelve thousand five hundred dollars are to be expended between Macon and Hawkinsville, and the like sum below Hawkinsville.

Improving Oconee River, Georgia: Continuing improvement [*sic*], twenty-five thousand dollars, of which five thousand dollars are to be expended between Milledgeville and the Central Railroad bridge.

Oconee River, Ga.

Improving Savannah River, between Augusta and Savannah: Continuing improvement, thirty-five thousand dollars.

Savannah River, Ga., Augusta to Savannah.

Improving Jekyl Creek, Georgia: Continuing improvement, seven thousand five hundred dollars.

Jekyl Creek, Ga.

Improving Coosa River in Georgia and Alabama, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge in Alabama: Continuing improvement, one hundred and thirty thousand dollars.

Coosa River, Ga. and Ala.

Improving Coosa River between Wetumpka, Alabama and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, one hundred thousand dollars, and the restriction as to the size of the locks to be constructed on the Coosa River, placed in the river and harbor act of September nineteenth, eighteen hundred and ninety, is hereby repealed.

Coosa River, Ala.

Locks.  
Vol. 26, p. 442.  
*Ante*, p. 586.

Inside water route between Savannah, Georgia, and Fernandina, Florida, fifteen thousand dollars.

Waterway, Savannah, Ga., to Fernandina, Fla.

Improving Savannah River, Georgia, above Augusta, ten thousand dollars.

Savannah, Ga., to Fernandina, Fla.

Improving Apalachicola River, Florida, including Lee's Slough and its connection with the Chipola River, and from said connection to the mouth of the Chipola River: Continuing improvement, five thousand dollars.

Apalachicola River, Fla.

Improving Caloosahatchee River, Florida, For maintenance, one thousand dollars.

Caloosahatchee River, Fla.

Improving Choctawhatchee River, Florida, and Alabama, Continuing improvement, twelve thousand five hundred dollars: *Provided*; That no part of said sum shall be expended above Hollis Bridge until a draw approved by the Secretary of War is put in said bridge.

Choctawhatchee River, Fla. and Ala.

*Proviso.*  
Drawbridge.

Improving Escambia and Conecuh Rivers, Florida: Continuing improvement, eight thousand dollars, of which three thousand dollars are for snag boat and five thousand dollars for operating the same.

Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, six thousand dollars.

Manatee River, Fla.

Improving the channel over the bar at the mouth of the Saint Johns River, Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the project of June eleventh, eighteen hundred and ninety-one, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighty-four thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated.

St. Johns River, Fla.

*Proviso.*  
Contracts.

Limit.

- S u w a n e e** River, Fla. Improving Suwanee River, Florida: Continuing improvement, three thousand dollars.
- V o l u s i a** bar, Fla. Improving Volusia Bar, Florida: For repairs, one thousand dollars.
- O k l a w a h a** River, Fla. Improving Ocklawaha River, Florida: For maintenance, one thousand dollars.
- S a r a s o t a** Bay, Fla. Improving Sarasota Bay, Florida: Continuing improvement, two thousand five hundred dollars.
- I n d i a n** River, Fla. Improving Indian River, Florida, between Goat Creek and Jupiter Inlet, fifteen thousand dollars: *Provided*, That no part of the money hereby appropriated shall be expended until the Florida Coast Line Canal and Transportation Company surrenders and relinquishes to the United States all the rights and privileges which it now holds under State charter along the entire route.
- A l a b a m a** River, Ala. Improving Alabama River, Alabama: Continuing improvement, seventy thousand dollars.
- Black War-**  
**rior River,** Ala. Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, two hundred thousand dollars.
- C a h a b a** Riv-  
**er,** Ala. Improving Cahaba River, Alabama: Continuing improvement, seven thousand five hundred dollars.
- T o m b i g b e e**  
**and War-**  
**rior** rivers, Ala. Improving Tombigbee and Warrior Rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, two hundred thousand dollars, of which one hundred and twenty-five thousand dollars are to be expended on the Tombigbee River and seventy-five thousand dollars on the Warrior River, and so much of said sums as may be necessary is authorized to be expended in acquiring by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.
- T o m b i g b e e**  
**River,** Ala. Improving Tombigbee River from Fulton to Columbus: Continuing improvement, six thousand dollars.
- Improving Tombigbee River, from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, thirty-five thousand dollars.
- Improving Tombigbee River, from Walker's Bridge to Fulton: Continuing improvement, three thousand dollars.
- B i g S u n f l o w e r**  
**River,** Miss. Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.
- N o x u b e e** Riv-  
**er,** Miss. Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.
- P a s c a g o u l a**  
**River,** Miss. Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars.
- P e a r l** River,  
**Miss.** Improving Pearl River, Mississippi, between Edinburg and Carthage: For maintenance, five hundred dollars.
- Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, five thousand dollars.
- Improving Pearl River, Mississippi, below Jackson: Continuing improvement, fifteen thousand dollars.



Improving Steele's Bayou, Mississippi: Continuing improvement, two thousand five hundred dollars. Steele Bay-  
ou, Miss.

Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars. Tchula Lake,  
Miss.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars. Yazoo River,  
Miss.

Improving Tallahatchee River, Mississippi: Continuing improvement, five thousand dollars, of which amount two thousand dollars may be used in the improvement of said river between the bridge at Panola, Mississippi and the mouth of the Coldwater River at the discretion of the Secretary of War. Tallahatchie  
River, Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, five thousand dollars. Leaf River,  
Miss.

Improving Big Black River, Mississippi: Continuing improvement, five thousand dollars. Big Black  
River, Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge near Shubuta: Continuing improvement, five thousand dollars. Chickasahay  
River, Miss.

Improving mouth of the Yazoo River, Mississippi, in accordance with plan of Captain J. H. Williard [Willard], Corps of Engineers, United States Army, dated February fourth, eighteen hundred and ninety-two, contained in House Executive Document Numbered One hundred and twenty-five, Fifty-second Congress, first session, including borings and gauges, seventy-five thousand dollars; and should the Secretary of War be unable to obtain such right of way as may be necessary in the prosecution of this work, upon reasonable terms, by agreement, purchase, or voluntary conveyance, he is hereby authorized to apply at any term of the circuit or district court of the United States for the western division of the southern district of Mississippi, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid and in such proceedings said court shall be governed by the laws of the State of Mississippi so far as the same may be applicable to the subject of condemning private property for public use. Yazoo River,  
Miss., mouth  
of.

Right of way.

Condemnation.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars, of which one thousand dollars may be used to construct a turning basin for boats at or near the mouth of Ward's Creek on Bayou Manchac. Amite River  
and Bayou  
Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, ten thousand dollars. Boeuf River,  
La.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Bayou Bartholomew, La.  
and Ark.

Improving Bayou D'Arbonne, Louisiana; Completing improvement, four thousand dollars; one thousand dollars of which shall be expended in improvement of the Cornie from Steins Bluff to the head of navigation on said stream. Bayou D'Ar-  
bonne, La.

Bayou Corne.

Tensas River  
and Bayou Ma-  
con, La. and  
Ark.

Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Red River,  
Ark. and La.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, according to plan of Captain J. H. Willard, Corps of Engineers, United States Army, and for completion of survey, including the work at Alexandria, the widening of that portion of the river known as Little River, the necessary work at the harbor of Shreveport, the closing of outlets on the west bank of the river above Shreveport, and the removal of the "tow head" just above Rush Point, in Caddo Parish, one hundred and forty-five thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, for work in Cypress Bayou and the lakes between Shreveport, Louisiana, and Jefferson, Texas.

Tickfaw Riv-  
er, La.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars.

Bayou  
Plaquemine,  
La.

Improving Bayou Plaquemine, Louisiana, Continuing improvement, one hundred and fifty thousand dollars, of which sum not exceeding ten thousand dollars may be used, in the discretion of the Secretary of War, in removing obstructions from Grand River and Pigeon bayous, forming part of the Bayou Plaquemine route.

Bayou La-  
fourche, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement and removing obstructions, fifty thousand dollars.

Chefuncte  
River and  
Bogue Falia,  
La.  
Bogue Chitto,  
La.

Improving Tchefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.

Bayou Ver-  
million, La.

Improving the channel, bay and passes of Bayou Vermillion, Louisiana: seven thousand five hundred dollars.

Mermentau  
River, La.

Improving Mermentau River and tributaries, Louisiana, seven thousand five hundred dollars.

Buffalo  
Bayou, Tex.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars.

Trinity Riv-  
er, Tex.

Improving Trinity River, Texas: Continuing improvement, ten thousand dollars.

Cedar Bay-  
ou, Tex.

Improving Cedar Bayou, Texas: Completing *[sic]* improvement, fourteen thousand dollars.

Cypress Bay-  
ou and lakes,  
Tex.

Improving Cypress Bayou and Lakes, Texas and Louisiana: Completing survey, two thousand dollars.

Sabine River,  
Tex.

Improving Sabine River, up to Sudduth's Bluff, Texas, five thousand dollars.

Arkansas  
River, Ark.  
and Ind. T.

Improving Arkansas River, Arkansas and Indian Territory, two hundred and fifty thousand dollars, two-fifths of which amount shall be expended from the mouth of the river to Little Rock, two-fifths from Little Rock to Fort Smith, and one-fifth above Fort Smith.

St. Francis  
River, Ark.

Improving Saint Francis River, Arkansas: Continuing improvement, eight thousand dollars.

Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars. Arkansas River.

Improving Black River, Arkansas and Missouri: Continuing improvement, five thousand dollars. Black River, Ark. and Mo.

Improving Petit Jean River, Arkansas: Completing improvement, three thousand five hundred dollars. Petit Jean River, Ark.

Improving White River, Arkansas: Continuing improvement, seventy-five thousand dollars, fifty-three thousand eight hundred and fifteen dollars of which shall be used for completion of the existing project, the remainder to be expended in the discretion of the Secretary of War. White River, Ark.

Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, forty thousand dollars, of which not exceeding five thousand dollars may be used, in the discretion of the Secretary of War, at the harbor of Camden, Arkansas. Ouachita and Black rivers, Ark. and La.

Improving Red River, above Fulton, Arkansas: Continuing improvement, three thousand five hundred dollars. Red River, Ark.

Improving Cache River, Arkansas: Continuing improvement, two thousand dollars. Cache River, Ark.

Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand five hundred dollars. Hatchee River, Tenn.

Improving Clinch River, Tennessee: Continuing improvement, four thousand dollars. Clinch River, Tenn.

Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, two hundred and fifty thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, in the improvement of the river above the town of Burnside. Cumberland River, Tenn. and Ky.  
Above Nashville.

Improving Cumberland River, Tennessee, below Nashville: Continuing improvement, including the work at the mouth of the river, forty thousand dollars: *Provided*, That ten thousand dollars of this sum, or so much thereof as may be necessary, shall be available for acquiring site and locating lock and dam near the mouth of Harpeth River, Tennessee, according to the survey and plan of Lieutenant-Colonel Barlow, Corps of Engineers, United States Army, submitted in December, eighteen hundred and eighty-nine. Below Nashville.  
Proviso.  
Lock and dam.

Improving French Broad River, Tennessee: Continuing improvement, fifteen thousand dollars, of which one thousand dollars may be used in removing the bar or shoal in Little Pigeon River, a tributary of the French Broad River. French Broad River, Tenn.

Improving Forked Deer River, Tennessee: Completing [*sic*] improvement, three thousand dollars. Forked Deer River, Tenn.

Improving Tennessee River, below Chattanooga, Tennessee: Continuing improvement, five hundred thousand dollars, of which twenty-five thousand dollars may be used in continuing the work at Livingston Point, Kentucky. Tennessee River.  
Below Chattanooga, Tenn.

Above Chattanooga.	Improving Tennessee River, above Chattanooga, Tennessee: Continuing improvement, twenty-five thousand dollars.
Obion River, Tenn.	Improving Obion River, Tennessee, from its mouth to the crossing of the Louisville and Memphis Railroad in Obion County, seven thousand five hundred dollars.
Kentucky River, Ky.	Improving Kentucky River, Kentucky: Continuing improvement, one hundred and fifty thousand dollars.
Ohio River, Ky.	Improving the falls of the Ohio River, Kentucky: Continuing improvement, sixty thousand dollars.
Indiana Chute.	Improving Indiana Chute Fall, Ohio River: Continuing improvement, thirty-five thousand dollars.
Rough River, Ky.	Improving Rough River, Kentucky: Continuing improvement, fifteen thousand dollars.
Levisa Fork, Big Sandy River, Ky.	Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.
Tug Fork, Big Sandy River, Ky.	Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.
Big Sandy River, Ky. Movable dam.	Improving Big Sandy River, near Louisa, Kentucky: For movable dam in lieu of fixed dam according to report and recommendation of Board of Engineers, dated November tenth, eighteen hundred and ninety-one, and found in House Executive Document Numbered Twenty-five, Fifty-second Congress, first session, fifty thousand dollars: <i>Provided</i> , That in addition to the said sum the balance on hand from former appropriations made for the fixed dam at that point is hereby made available for the movable dam herein provided for.
<i>Proviso.</i> Balance available.	
Green River, Ky. Lock No. 5.	Improving Green River, Kentucky, above the mouth of the Big Barren River: For lock number five, according to report and recommendation of Major D. W. Lockwood, Corps of Engineers, United States Army, submitted August eleventh, eighteen hundred and ninety-one, fifty thousand dollars.
Sandusky River, Ohio.	Improving Sandusky River, Ohio: Continuing improvement, five thousand dollars.
Ohio River.	Improving Ohio River, Continuing improvement, three hundred and sixty thousand dollars, of which sum thirteen thousand dollars may be expended in completing the embankment on the south side of the Great Miami River near its junction with the Ohio River, to confine the waters of said Miami River in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; and of said sum thirty thousand dollars, or so much thereof as may be necessary, may be used in improving the navigation of the river at Mound City, Illinois, and ten thousand dollars, or so much thereof as may be necessary, for dredging in Brooklyn Harbor, Illinois, and seven thousand dollars in completing the work at Shawneetown, Illinois.
Mouth of Miami River.	
Mound City, Ill.	
Brooklyn, Ill.	
Shawneetown, Ill.	
Dam at mouth of Beaver River, Pa.	Improving Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania: Continuing improvement, one hundred thousand

dollars; and the Secretary of War in his discretion may use so much thereof as may be necessary for the survey, location, and obtaining title to land for dam numbered two.

Improving Saginaw River, Michigan: Continuing improvement, one hundred thousand dollars, of which five thousand dollars shall be expended on the West channel at Bay City, and forty thousand dollars, or such less sum as may be necessary, on the river above Bay City.

Saginaw River, Mich.

Improving mouth of Black River [<sup>a</sup>], Michigan: Continuing improvement, ten thousand dollars.

Black River, Mich.

Improving Clinton River, Michigan: Completing improvement, eight thousand five hundred and sixty-four dollars.

Clinton River, Mich.

Improving Rouge River, Michigan: Completing improvement, eleven thousand six hundred and ninety dollars.

Rouge River, Mich.

Improving Detroit River, Michigan, by removal of shoals from city of Detroit to Lake Erie: Continuing improvement; thirty thousand dollars.

Detroit River, Mich.

Improving Thunder Bay River, Alpena, Michigan: Continuing improvement, ten thousand dollars.

Thunder Bay River, Mich.

Improving Black River at Port Huron, Michigan: Continuing improvement up to Washington avenue, ten thousand dollars.

Black River, Mich.

Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, for a navigable depth of sixteen feet with a minimum width of seventy feet at the bottom, and for repairs to existing revetments, fifty thousand dollars.

Waterway across Keweenaw Point, Lake Superior, Mich.

For acquisition of land for site and beginning construction of turning basin in Rouge River, Michigan, according to plan of General O. M. Poe, Corps of Engineers, United States Army, submitted December twentieth, eighteen hundred and ninety, five thousand dollars.

Rouge River, Mich.  
Turning basin.  
Vol. 30, p. 1145.  
*Post*, p. 878.

Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, five thousand dollars.

Chippewa River, Wis.

Improving Fox River, Wisconsin: Continuing improvement, seventy-five thousand dollars, of which five thousand dollars, or so much thereof as may be necessary, may be used for work in the harbor of Fond du Lac, Wisconsin, and approaches thereto.

Fox River, Wis.

Improving Menominee River, Wisconsin and Michigan: Completing improvement according to modified project, twenty thousand five hundred dollars.

Menominee River, Wis. and Mich.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, eight thousand dollars.

St. Croix River, Wis. and Minn.

For making free to commerce the Sturgeon Bay and Lake Michigan Ship Canal, connecting the water of Green Bay with Lake Michigan, in the State of Wisconsin.

Sturgeon Bay and Lake Michigan Ship Canal.

<sup>a</sup> Empties into St. Clair River.

<i>Proviso.</i>	sin, eighty-one thousand eight hundred and thirty-three dollars: <i>Provided</i> , That no money appropriated for this
Title and jurisdiction.	purpose shall be available until a valid title to all of said premises shall be vested in the United States, nor until the State of Wisconsin shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process on the lands and right of way so conveyed.
Red River of the North, Minn.	Improving Red River of the North, Minnesota: Continuing improvement, twenty-five thousand dollars.
Minnesota River, Minn.	Improving Minnesota River, Minnesota: The sum appropriated by act of August eleventh, eighteen hundred
Reappropriation.	and eighty-eight, is hereby made available for the improvement of the river, omitting the requirement for operations at Belle Plain, pursuant to recommendation of engineer officer, page twenty-two hundred and nine of the reports of eighteen hundred and ninety-one.
Vol. 25, p. 419.	Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars.
<i>Ante</i> , p. 508.	Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, sixty thousand dollars.
Wabash River, Ind. and Ill.	Improving White River, Indiana: Continuing improvement, five thousand dollars.
White River, Ind.	Improving Calumet River, Illinois and Indiana: Continuing improvement, seventy-five thousand dollars, of which sixty thousand dollars is to be used below the forks of the river and fifteen thousand dollars above the forks to one-half mile east of Hammond.
Calumet River, Ill. and Ind.	Improving Illinois River, Illinois: Continuing improvement, one hundred thousand dollars.
Illinois River, Ill.	For the construction of the Illinois and Mississippi Canal: Continuing construction, five hundred thousand dollars, of which so much as may be necessary shall be used in acquiring the right of way for said canal: <i>Provided</i> , That in acquiring right of way the Secretary of War may make agreements for joint user where the canal crosses other lines of transportation if such agreements can be made upon reasonable terms: <i>Provided further</i> , That in acquiring the right of way by agreement or otherwise for the crossing of existing public highways over the parts of the canal constructed on land, the basis of agreement or condemnation shall be the construction and maintenance of bridges by the United States Government, as provided for in the detailed plans and estimates heretofore submitted to Congress, but this provision shall not apply to bridges constructed over public waters of the United States now occupying part of the line of the said canal, nor to bridges constructed after the completion of said canal or part thereof adjacent to the bridge sites.
Illinois and Mississippi Canal.	
<i>Provisos.</i>	
Rights of way.	
Basis.	
Bridges, etc.	

Improving Kaskaskia River, Illinois, from mouth to Baldwin Bridge: Completing improvement, four thousand five hundred dollars.

Kaskaskia River, Ill.

For care and maintenance of reservoirs at the headwaters of the Mississippi River, sixty thousand dollars, of which thirty thousand dollars may be expended for the construction of a navigable pass through the Sandy Lake dam.

Mississippi River.  
Reservoirs at headwaters.

Improving the Mississippi River, from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement, one million one hundred and twenty-five thousand dollars: *Provided*, That on and

From mouth of Ohio to Minneapolis.

after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the systematic improvement of the Mississippi River between the points mentioned, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million six hundred and twenty-five thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three: *And provided further*, That of the amount herein appropriated five hundred and twenty-five thousand dollars shall be expended from the mouth of the Ohio River to the mouth of the Missouri River and six hundred thousand dollars from the mouth of the Missouri to Minneapolis; and the amounts for which additional contracts are authorized to be entered into shall be expended in like proportion. The Secretary of War is hereby directed to pay, out of the sum allotted to the river between the mouth of the Missouri River and Minneapolis, to M. J. Adams, five thousand dollars, in full of all claims and demands growing out of the test made by him of what is known as the Adams flume on the Upper Mississippi River, the said test having been authorized by Congress; and the Secretary of War shall expend fifty thousand dollars of said six hundred thousand dollars between the Chicago, Saint Paul, Minneapolis and Omaha [*sic*] Railway bridge at Saint Paul and the Washington avenue bridge, Minneapolis, and may, in his discretion, use a portion of said sum of six hundred thousand dollars, if necessary, to further protect the east bank of the river from erosion, and thus prevent the destruction of the embankment of the Sny Island levee, and a further portion, in his discretion, in the rectification of the river at Clarksville, Missouri, and in repair of harbors of refuge at Stockholm, Wisconsin, and Lake City, Minnesota, on Lake Pepin: *Provided*, That the Secretary of War be, and he is hereby, authorized to pay out of said appropriation the value of work actually done by the Hannibal Ferry Company, not exceeding the sum of two thousand one hundred and

*Provisos.*  
Additional contracts.

Distribution.

M. J. Adams,  
payment to.

Between St. Paul and Minneapolis.

Sny Island levee.

Clarksville, Mo.  
Harbors of refuge.

Hannibal Ferry Co.  
Payment to.

seven dollars and fifty cents, on the upper Mississippi River Government dyke, opposite Hannibal, Missouri, during the months of September, October, and November, eighteen hundred and ninety-one.

Quincy Bay,  
Ill.  
Balance to be  
used for levee,  
Whipple Creek  
bar.  
Vol. 26, p.  
450.  
*Ante*, p. 577.

Improving Quincy Bay, Illinois: The balance on hand to credit of this improvement from the appropriation made in the river and harbor act of September nineteenth, eighteen hundred and ninety, is hereby authorized to be expended, or so much thereof as may be necessary, in constructing a retaining levee on Whipple Creek Bar to hold the material dredged from the bay, as recommended by the engineer in charge in the report for eighteen hundred and ninety-one, page twenty-one hundred and twenty-one.

Mississippi  
River Commis-  
sion.  
Head of Passes  
to mouth of  
the Ohio.  
Salaries, etc.

Improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, two million dollars, which sum shall be expended, under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building of levees, and for surveys, including the survey from the Head of the Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate two million six hundred and sixty-five thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three.

*Provisos.*  
Additional  
contracts.

Limit.

For work in accordance with the plans and specifications of the Mississippi River Commission.

Greenville,  
Miss.

At the harbor of Greenville, Mississippi: Continuing improvement, one hundred thousand dollars.

Vicksburg,  
Miss.

At the harbor of Vicksburg, Mississippi: Continuing improvement, eighty thousand dollars.

New Orleans,  
La.

At the harbor of New Orleans, Louisiana: Continuing improvement, eighty thousand dollars.

Natchez,  
Miss., and Vi-  
dalia, La.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana, eighty thousand dollars.

Memphis,  
Tenn.

At the harbor of Memphis, Tennessee, twenty-five thousand dollars.

New Madrid,  
Mo.

At the harbor of New Madrid, Missouri, twenty-five thousand dollars.



At the head of the Atchafalaya and the mouth of Red River, Louisiana, for the rectification thereof: Continuing improvement, eighty thousand dollars.

Atchafalaya and Red rivers, La.

For ship channel twenty and twenty-one feet in depth, and a minimum width of three hundred feet, in the shallows of the connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo, three hundred and seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the plans [a] proposed by General O. M. Poe, Corps of Engineers, United States Army, date January twentieth, eighteen hundred and ninety-one, and printed as House Executive Document, Numbered Two hundred and seven, second session Fifty-first Congress, for such ship channel, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million nine hundred and sixty-five thousand dollars, exclusive of the amount herein appropriated.

Great Lakes. Ship channel, Chicago, Duluth, and Buffalo.

*Proviso.*  
Contracts.

Vol. 28, p. 355.  
*Post*, p. 701.

Limit.

Improving Gasconade River, Missouri: Continuing improvement, four thousand dollars.

Gasconade River, Mo.

Improving Osage River, Missouri: Continuing improvement, fifty thousand dollars.

Osage River, Mo.

Improving Missouri River between the foot of the Great Falls of the said river, in Montana, and Sioux City: Continuing improvement one hundred and fifty thousand dollars, a portion of which may be used, in the discretion of the Secretary of War, in the rectification of said river and bank protection at the cities of Pierre and Yankton, South Dakota.

Missouri River. Between Great Falls, Mont., and Sioux City.

Improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks, and gauges: Continuing improvement, six hundred thousand dollars, to be expended under the direction of the Secretary of War in the systematic improvement of the river according to the plans and specifications of the Missouri River Commission, as approved by the Chief of Engineers: *Provided*, That in the discretion of said Commission a portion of such sum may be expended in the protection of harbors and localities on the river within said limits: *And provided also*, That on and after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Missouri River Commission for the improvement of said river, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceed-

Missouri River Commission. Salaries, etc. Improvement.

*Proviso.*

Harbors.

Additional contracts.

<sup>a</sup> The river and harbor act of Aug. 18, 1894, provides that all work pertaining to the St. Clair Flats Ship Canal shall be embraced within this project.

- Limit.** ing in the aggregate seven hundred and fifty thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three.
- Missouri River.** Examination of Missouri River from Three Forks to Canyon Ferry, Montana, with a view of determining at what points, if any, use might be made of water power for manufacturing or other purposes, without unreasonably impairing the navigability of that portion of said river, two thousand five hundred dollars.
- Colorado River, Ariz.** Improving Colorado River by construction of a levee on the Gila River near its junction with the Colorado River at Yuma, Arizona, so as to confine the waters to the channel of said rivers, ten thousand dollars.
- Sacramento and Feather rivers, Cal.** Improving Sacramento and Feather rivers, California, according to plan of the Board of Engineers, appointed pursuant to the provision of the act of September nineteenth, eighteen hundred and ninety, submitted February third, eighteen hundred and ninety-one, and printed as House Executive Document, Number Two hundred and forty-six, Fifty-first Congress, second session, including treatment of the Yuba River near and above Marysville, one hundred and fifty thousand dollars.
- Vol. 26, p. 456. Ante, p. 586.** as
- San Joaquin River, Cal.** Improving San Joaquin River, California, including making the cut-off at Twenty-one Mile Slough and the double cut-off between Stockton Channel and Devil's Elbow, as proposed by Major W. H. Heuer: Continuing improvement, sixty-five thousand dollars: *Provided*, That no money shall be expended for making the cut-offs until the right of way on the line of the cut-offs shall have been conveyed to the United States free of expense.
- Proviso.**
- Right of way.**
- Petaluma Creek, Cal.** Improving Petaluma Creek, California: Continuing improvement, ten thousand dollars.
- Mokelumne River, Cal. Proviso.** Improving Mokelumne River, California: Continuing improvement, two thousand five hundred dollars: *Provided*, That no part of said sum shall be used until the drainage canal cut by private parties near New Hope Landing shall have been closed.
- Drainage canal.**
- Cascades Canal. Vol. 29, p. 470. Post, p. 740. Proviso. Contracts.** Improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, three hundred and twenty-six thousand two hundred and fifty dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement of the Columbia River at that point, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million four hundred and nineteen thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated.
- Limit.**
- Board of Engineers to report on removal of obstructions to navigation, Columbia River.** The President is hereby authorized to appoint a board of engineers to consist of seven members, of whom three shall be from civil life, whose duty it shall be to thoroughly examine the obstructions to navigation in the

Columbia River, in that portion from the navigable waters thereof below Three Mile Rapids to the navigable waters above the Celilo Falls, and report as soon as they conveniently can to the Secretary of War such plan for overcoming or removing said obstructions as in their opinion is most feasible and best adapted to the necessities of commerce, together with a statement as to the usefulness of such improvement to navigation, its relation and value to commerce and the most desirable location therefor, the cost of construction and of the right of way, including the necessary land therefor being considered. They shall also report the details of such plans, with estimates of its cost. The sum of twenty thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of such examination and survey and the expenses of said board.

Improving Upper Columbia River, including Snake River, as far up as Asotin, Oregon and Washington: Continuing improvement, fifteen thousand dollars.

Upper Columbia River, Oreg. and Wash.

Improving mouth of Columbia River, Oregon: Continuing improvement, three hundred and fifty thousand dollars.

Columbia River, Oreg.

Improving Willamette River at and above Portland, Oregon: Continuing improvement, thirty thousand dollars, of which three thousand dollars shall be used in removing obstructions in Yamhill River up to McMinnville.

Willamette River, Oreg.

Improving Lower Willamette and Columbia rivers, in front of and below Portland, Oregon: Continuing improvement, one hundred and fifty thousand dollars, to be applied to obtaining a twenty-five foot channel.

Lower Willamette and Columbia rivers, Portland, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty-five thousand dollars.

Coquille River, Oreg.

Improving the mouth of the Siuslaw River, Oregon: Continuing improvement, twenty thousand dollars.

Siuslaw River, Oreg.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Five thousand dollars, to be used in deepening channel to four feet at mean low water.

Upper Coquille River, Oreg.

Improving Upper Snake River, Idaho, between Huntington Bridge and Seven Devils mining district, twenty thousand dollars.

Snake River, Idaho.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Cowlitz River, Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement, fifteen thousand dollars.

Puget Sound, etc., Wash.

Improving Swinomish Slough, Washington: For a channel four feet in depth at the mean of the lower low waters, twenty-five thousand dollars.

Swinomish Slough, Wash.

Improving Nasel River, Washington: Completing improvement, one thousand five hundred dollars.

Nasel River, Wash.

Improving Columbia River, Washington, between the

Columbia River, Wash.

mouth of the Willamette River and the city of Vancouver: Completing improvement, in accordance with the plan recommended by Major Thomas H. Handbury and printed in House Executive Document Numbered Thirty-six, Fifty-second Congress, first session, thirty-three thousand dollars.

Willapa  
River, Wash.

Improving Willapa River and Harbor, Washington, eighteen thousand dollars, of which eight thousand dollars may be used for closing Mailboat Slough.

Rejection of  
bids not advan-  
tageous.

SEC. 2. That in cases where authority has been granted to the Secretary of War in this act to make contracts for the completion of certain works of river and harbor improvement, he is hereby authorized to reject any bids not in his opinion advantageous to the Government, and to issue new proposals.

SEC. 3. That section seven of the river and harbor act of September nineteenth, eighteen hundred and ninety, be amended and re-enacted so as to read as follows [<sup>a</sup>]:

Obstructions  
by wharves,  
etc.

"SEC. 7. That it shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor lines, or in any navigable waters of the United States where no harbor lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters; and it shall not be lawful hereafter to commence the construction of any bridge, bridge draw, bridge piers and abutments, causeway, or other works over or in any port, road, roadstead, haven, harbor, navigable river or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition or capacity of any port, roadstead, haven, harbor, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless approved and authorized by the Secretary of War:

Vol. 25, p.  
423; vol. 26, p.  
454, amended;  
vol. 30, p. 1151;  
vol. 32, p. 374.  
*Ante*, pp. 515,  
582; *post*, 886,  
1009.

Construction  
of bridges, etc.,  
under State  
law.

Secretary of  
War to approve  
plans, etc.

Altering, etc.,  
ports, etc., for-  
bidden.

*Proviso.*

Existing law-  
ful bridges,  
etc., excepted.

No authority  
for bridges under  
State law  
over waters not  
wholly in  
State.

*Provided*, That this section shall not apply to any bridge, bridge draw, bridge piers, and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments or other works under an act of the legislature of any State, over or in any stream, port, roadstead, haven or harbor or other navigable water not wholly within the limits of such State.

\* \* \* \* \*

<sup>a</sup> This section is amended by the river and harbor acts approved Mar. 3, 1899 (secs. 9 and 10), and June 13, 1902 (sec. 10).

SEC. 5. That no money appropriated for the improvement of rivers and harbors in this act or hereafter, shall be expended for dredging inside of harbor lines duly established. Dredging within harbor lines.

SEC. 6. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit: Surveys.

## ARKANSAS.

Arkansas.

Saline River.  
 Little River.  
 Fourche Le Fevre and Current River.  
 Ouachita River, above Camden.

## CALIFORNIA.

California.

Old River Branch of San Joaquin River.  
 San Joaquin River from Hill's Ferry to Firebaugh's Ferry, including closing of sloughs on the river above Stockton.  
 Navigable slough [<sup>a</sup>], in the bay of San Francisco.  
 Merced River.  
 Mouth of Navarro River.  
 Tuolumne River.  
 Harbor of Crescent City.  
 Stanislaus River.  
 Entrance to harbor of San Francisco, known as Golden Gate.  
 Alviso Slough.

## CONNECTICUT.

Connecticut.

Norwalk Harbor.  
 Westport Harbor.  
 Stonington Harbor, and the entrance thereto.

## DELAWARE.

Delaware.

Nanticoke River.  
 Mouth of Saint Jones River.  
 For inland water way connecting the Mispillion and Broadkilk rivers so as to reopen the navigation of Cedar, Slaughter, and Primehook creeks.

## FLORIDA.

Florida.

Harbor of Cape Canaveral.  
 The bar at the junction of Choctawhatchee Bay and Santa Rosa Sound.  
 The bar at the mouth of Alaqua Bayou, at its entrance into Choctawhatchee Bay.

## GEORGIA.

Georgia.

Savannah River between Spirit Island and the point where the Charleston and Savannah Railway crosses said river.

<sup>a</sup> The report on this item had reference to Twelvemile Creek.

## Idaho.

## IDAHO.

Kootenai River, from Fry, Idaho, to international boundary line.

Spokane River, from Post Falls to Lake Cœur d'Alene.

## Iowa.

## IOWA.

Mississippi River at and near Bellevue, Iowa, with a view to so repairing and fixing dam that ferry channel will be restored.

Mississippi River, Iowa side from mouth of Iowa River to Burlington, to determine the best method of removing the bars and deepening the channel.

## Indiana.

## INDIANA.

Harbor at Evansville.

Wolf River Harbor, on Lake Michigan; and the engineer will report whether Wolf River and lake are navigable water ways of the United States or whether covered in whole or in part by claims of private ownership.

## Illinois.

## ILLINOIS.

Ohio River at or near Elizabethtown, Illinois, for the purpose of determining the most practicable method of improving the harbor at that place.

Hamburg Bay, on the Mississippi River, in Calhoun County.

Little Wabash and Embarras rivers.

Outer harbor at mouth of Calumet River.

Harbor at Moline.

## Kansas.

## KANSAS.

Kansas River.

## Kentucky.

## KENTUCKY.

Ohio River between the cities of Ludlow and Covington, in Kentucky, and Cincinnati, Ohio, from the Chesapeake and Ohio Railway bridge to the Cincinnati Southern Railway bridge to prevent washing and damage to banks on Kentucky shore.

Ohio River between Livingston Point and the head of Tennessee Island with the view of protecting the harbor and marine ways at Paducah, Kentucky.

Licking River, with a view to providing slack-water navigation.

Big Sandy River from its junction with the Ohio River to the crossing of the Big Sandy by the Chesapeake and Ohio Railroad bridge, with a view of ascertaining if there be a bar in the Ohio River at the mouth of said Big Sandy obstructing navigation, and if there be whether confining the waters of the Big Sandy to the general

course of its channel between said points the said bar will be removed.

## LOUISIANA.

Louisiana.

Harbor of refuge on Lake Pontchartrain, most suitable point at or near entrance into the Old and New basins.

Bayous Black [<sup>a</sup>] and Terrebonne, with a view of connecting them between Southdown Plantation and Houma, Louisiana, and opening a shorter and safer inland water route from the Mississippi Valley via Berwicks Bay to Texas and Mexico.

## MAINE.

Maine.

Rockland Harbor.

Tennants Harbor.

Vinal Haven.

Carver Harbor.

Owl Head Harbor.

French's Beach Harbor.

Lincolntown Harbor.

South Fork of Bagaduce River.

George's River.

Portland Harbor, with a view to extending the channel along the front of the wharves on the south side of the harbor, so as to give a depth of eight feet at mean low water as far south as the plush mill wharf.

Channel near Hardy's Point below Pembroke.

## MASSACHUSETTS.

Massachusetts.

Vincent Cove, Gloucester Harbor.

Gloucester, from Five Pound Island to head of river.

Neponsit River.

New Bedford Harbor.

Woods Holl.

East Boston channel, from the southeasterly line of the location of the Boston, Revere Beach and Lynn Railroad to the channel at Jeffries Point, so called, and Chelsea River, from Grand Junction railroad bridge to the Boston and Maine, eastern division, railroad bridge.

Tarpaulin Cove, Naushon Island, for a breakwater.

Saugus River.

## MISSISSIPPI.

Mississippi.

Pearl River near Jackson, Mississippi, to determine whether it would be advantageous to divert the river from its present channel so that it would flow through what is known as "Tanyard Branch," and if so whether it is feasible and what it would cost to so divert it.

Mississippi Sound [<sup>b</sup>], outside of the range of islands

<sup>a</sup> Discharges into Bayou Boeuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

<sup>b</sup> The report on this item had exclusive reference to "deepening the channel into Ship Island Harbor," that is, the improvement of Ship Island Pass.

off the Mississippi coast, with a view of making an entrance for vessels.

Biloxi Bay, known as Back Bay, north of the town of Biloxi and up to town of Handsboro [<sup>a</sup>], with a view of removing bars.

Pearl River, Edinburg to Lake Burnside.

Bar at the mouth of Wolf River.

Bar at the mouth of Jordan River.

Homochitto River, from its mouth to the Louisville, New Orleans and Texas Railroad bridge.

Channel at mouth of Old Fort Bayou.

Cassidys Bayou, Cold Water River.

#### Maryland.

#### MARYLAND.

South Branch of Patapsco River, at Baltimore, from Craighill Channel to Light Street bridge.

Middle Branch of Patapsco River, from Light Street bridge to foot of Eutaw street.

Pocomoke River, with a view of uniting the waters of said river with the waters of Synepuxent Bay, at a point above Snow Hill.

Black Walnut Harbor, at the mouth of Great Chop-tank River.

Mouth of Parish Creek.

Wicomico River, western shore of the State.

#### Michigan.

#### MICHIGAN.

Pine River, at Saint Clair City.

Belle River, Marine City, from its mouth to Broadway Street bridge.

Hammond Bay, Lake Huron, at the mouth of Ocqueoc River.

Sebewaing River, Saginaw Bay.

#### New Jersey.

#### NEW JERSEY.

Whale Creek.

Cooper Creek.

Dennis Creek.

Barnegat Inlet, entrance and harbor.

#### New York.

#### NEW YORK.

Harbor of refuge in Mexico Bay on Lake Ontario.

Channel connecting Freeport with Great South Bay.

Berrian's Creek, Long Island.

Seaford Creek, Long Island.

Southold Harbor, Long Island.

Fort Pond Bay at the east end of Long Island, including an estimate of the cost of an adequate breakwater.

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<sup>a</sup> Handsboro is situated on Bayou Bernard, about 2½ miles from its mouth. The bayou empties into Back Bay.



For channel west of Robbins Reef Light-House to connect the mouth of Arthur Kill with New York Harbor. Dunkirk Harbor, with a view of securing sixteen feet of water.

Allegheny River, from Olean, New York, to Warren, Pennsylvania.

## NORTH CAROLINA.

North Carolina.

For breakwater to protect town of Beaufort.

Potohunk River.

Durham's Estuary from mouth to village of Edwards Mills.

## OHIO.

Ohio.

Ohio River between Ironton, Ohio, and three miles along and up the Ohio east of the mouth of Guyan River, West Virginia, for the purpose of ascertaining what is necessary to clear said river between said points of obstructions and to deepen the channel thereof where necessary, with all such other improvements as may be found expedient for the storing and harboring of steamboats, coal barges, and for the landing and shipping of coal and other freights on said river between said points.

Little Miami River, with the view of affording an ice harbor.

Raccoon River from its junction with the Ohio River for fifty miles of said Raccoon River.

## OREGON.

Oregon.

Chetco River.

Inner navigation of Alsea River.

Nestucca River, as far as Woods.

Rogue River, from Grant Pass to the mouth.

Navigable tide-water channels of Coos River, with a view to remove snags, logs, and other obstructions.

Yamhill River, from mouth to McMinnville, for slack-water navigation by lock and dam at Lafayette.

Willamette River, above Oregon City.

Harbor at Yaquina Bay, with a view to obtaining twenty-five feet of water at mean low water upon the bar at the entrance.

## PENNSYLVANIA.

Pennsylvania.

For lock and dam on Allegheny River, at or near Tarentum.

For lock and dam at the most practicable point for navigation on Allegheny River, between the dam at Tarentum and Herr Island Dam.

For the location of the necessary number of movable locks and dams on the Ohio River between Davis Island Dam and the dam at or near the mouth of the Beaver River, in Pennsylvania.

## Rhode Island.

## RHODE ISLAND.

Apponaug Harbor, Cowesett Bay.  
 Wickford Harbor, Narragansett Bay.  
 Breachway into Salt Pond, Block Island.  
 Greenwich Harbor, Greenwich Bay.  
 Pawtuxet Harbor, Providence River.  
 Inner Harbor at Point Judith Breakwater [<sup>a</sup>].

## South Carolina.

## SOUTH CAROLINA.

Lynch River.

## South Dakota.

## SOUTH DAKOTA.

James River.

## Tennessee.

## TENNESSEE.

Sequatchie River.

Duck River.

Hiawassee River in Tennessee from its confluence with the Tennessee River to the mouth of the Ocoee River.

Wolf River.

Harbor at Memphis, including removal of bar forming opposite the upper part of the city, and bank protection along the city front.

Emory River, from its mouth to Harriman.

## Texas.

## TEXAS.

Channel through Sabine Lake from Sabine Pass to mouths of Sabine and Neches Rivers.

Sabine River, from Sudduth's Bluff to Logansport, Louisiana.

Brazos River, from its mouth to the town of Richmond.

From the mouth of Neches River to Shooks Bluff.

Sulphur River from its mouth to Sulphur Station.

## Vermont.

## VERMONT.

Harbor at Adams Landing, so called, on Grand Isle, and North Hero Harbor, on Lake Champlain.

## Virginia.

## VIRGINIA.

Milford Haven, bar at mouth.

Morattico Creek, obstruction at mouth.

Little Wicomico River, obstruction at mouth.

Harbor at Petersburg and Appomattox River, for diversion of waters to Old North Channel above city.

## Washington.

## WASHINGTON.

Snohomish River from mouth to Lowell.

Lewis River from its mouth to Speliah Creek.

Nooksack River, with a view of removing obstructions, straightening channel to prevent jams and the filling of Bellingham Bay with deposits of earth.

<sup>a</sup> The report on this item had reference to Point Judith Pond.

Everett Harbor, including mouth of Snohomish River.  
Upper Columbia River, Washington, from the international boundary to Rock Island Rapids.

## WISCONSIN.

Wisconsin.

Lake Pepin, whether additional harbors of refuge are necessary, and if necessary, where the same should be located.

Green Bay, from light-house to first bridge on Fox River.

Harbor at Stockbridge on Lake Winnebago.

Harbor at Calumet on Lake Winnebago.

Fox River, on the necessity and advisability of building a protection wall on the canal at Kaukauna.

Allouez Bay and Nemadji River, at Superior.

SEC. 7. That the preliminary examinations ordered in this act shall be made by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer and the division engineer of the locality shall report to the Chief of Engineers, first, whether, in their opinion, the harbor or river under examination is worthy of improvement by the General Government, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce; and, second, if worthy of improvement by the General Government, what it will cost to survey the same, with the view of submitting plan and estimate for its improvement; and the Chief of Engineers shall submit to the Secretary of War the reports of the local and division engineers, with his views thereon and his opinion of the public necessity or convenience to be subserved by the proposed improvement; and all such reports of preliminary examinations, with such recommendations as he may see proper to make, shall be transmitted by the Secretary of War to the House of Representatives, and are hereby ordered to be printed when so made.

Preliminary examinations.

Report.

Details.

Reports to be sent to House of Representatives and printed.

Appropriation for examinations, etc.

Provisos.

No survey, etc., unless provided for.

No supplemental reports, etc., to be made.

SEC. 8. For preliminary examinations, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate, for the same fiscal year, shall be made unless ordered by a resolution of Congress. The Government shall not be deemed to have entered upon any project for

No project  
authorized un-  
til appropri-  
ation made.

the improvement of any water way or harbor mentioned in this act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Approved, July 13, 1892.

July 23, 1892. **CHAP. 240.**—An Act To establish a division line between land of the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company.

Preamble.

Whereas a conflict has arisen between the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company as to the true location of the division line between land owned by them respectively on the north shore of Ohio River adjacent to the Davis Island Dam, in Allegheny County, Pennsylvania; and

Whereas the following described compromise line of division between said properties is satisfactory to the United States, to wit: Beginning at a stone monument, A, in the western boundary line of property acquired by the United States of America from William Jackman, said property line being the former division line between properties of William Jackman and Alexander Taylor, said monument being located sixteen and eight-hundredths feet from the south rail of the present south main track of said Pittsburg, Fort Wayne and Chicago Railway, measured on the boundary line, said stone monument being also ten feet (measured at right angles) from the future south rail of future south main track of Pittsburg, Fort Wayne and Chicago Railway as located; thence south forty-four degrees and forty minutes east, five hundred eighty-one and three-tenths feet to a stone monument, B, located thirty-one and eight-tenths feet northeast from the inner-face wall of the western gate recess, Davis Island Dam; thence continuing south forty-four degrees and forty minutes east, to a point southeastwardly from said stone monument, B, seven and six-tenths feet; thence north forty-five degrees and thirty minutes east, five and ninety-two hundredths feet to a point; thence south forty-four degrees and forty minutes east, fifty-four and eight-tenths feet to a point; thence south forty-five degrees and thirty minutes west five and ninety-two hundredths feet to a point on the compromise (or dividing) line; thence south forty-four degrees and forty minutes east two hundred eight and five-tenths feet to a point twenty-one and two-tenths feet distant northwardly from the northwest corner of lock-keeper's house; thence continuing by same course and straight line eighty-six and eight-tenths feet to a point twenty and eight-tenths feet distant northwardly from the northeast corner of lock-keeper's house; thence continuing by same course and straight line one hundred and fifty-six and seven-tenths feet to a stone monument, C; thence southeastwardly by a curved line,

radius eight thousand five hundred and ninety-four feet, a distance of one hundred and nineteen and seven-tenths feet to a point thirty and three-tenths feet northeast from inner face of eastern gate recess, Davis Island Dam; thence continuing southeastwardly by same curved line six hundred and thirty-five feet to a stone monument, D; thence southeastwardly by straight line tangent to last-mentioned line a distance of one hundred and thirty-one feet to a stone monument, E, on the eastern boundary line of property of the United States of America acquired from Thomas Mulvehill: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

That the United States of America do consent to the division line hereinbefore recited and specified between their land and that of the Pittsburg, Fort Wayne and Chicago Railroad Company on the north shore of the Ohio River at the Davis Island Dam upon the relinquishment and conveyance by the said railroad company of all its right, title, and interest in and to the property on the south or river side of said recited line to the United States; and upon such relinquishment and conveyance to the United States in a manner valid and satisfactory to the Attorney-General the United States do hereby release and convey all their right, title, and interest in and to the property north of said recited line to the said Pittsburg, Fort Wayne and Chicago Railroad Company: *Provided*, That no spare material shall be stored south of the proposed new track of the said railroad company for a space of seven hundred and thirty feet, beginning fifty feet above the upper gate recess and ending fifty feet below the lower gate recess: *Provided also*, That the said railroad company shall construct a walk of crushed limestone such as is used at its stations, from Bellevue Station to the lock house: *And provided also*, That the said railroad company shall protect the ends of the recesses, if necessary, by masonry walls.

Approved, July 23, 1892.

Davis Island  
dam, Pa.  
Settlement of  
division line  
with Pitts-  
burgh, Fort  
Wayne and  
Chicago R. R.  
Co.

*Provisos.*  
Storage of  
material.

Walk.

Masonry  
walls.

**CHAP. 271.**—An Act To authorize the construction of jetties, piers, and breakwaters at private expense in the Gulf of Mexico, at the mouth of Ropes Pass, in the State of Texas.

July 27, 1892.  
Vol. 27, p. 277.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Port Ropes Company, a corporation existing under the laws of the State of Texas, which has partially constructed a ship channel across Mustang Island, in said State, for the purpose of obtaining a deep-water harbor upon the coast of Texas, at its own cost and expense, by connecting the waters of Corpus Christi Bay with those of the Gulf of Mexico, be, and is hereby, authorized to protect the gulf entrance to said ship chan-

Port Ropes  
Co. may con-  
struct jetties,  
etc., Mustang  
Island, Texas.

nel, and to further prosecute its project of obtaining and maintaining a deep-water harbor, by constructing suitable jetties, piers, and breakwaters as far out into the waters of the Gulf of Mexico as may be requisite to obtain and maintain a channel with a depth of thirty feet, more or less.

Completion.

United States  
not liable for  
damages, etc.

United States  
may purchase  
works on com-  
pletion.

Appraisal-  
ment.

Purchase not  
compulsory.

Amendment.

SEC. 2. That said work shall be prosecuted by the said the Port Ropes Company, its successors and assigns, diligently, and completed within seven years from the passage of this act and entirely at its own expense and nothing in this act shall be construed as committing the Government of the United States to any expenditure for the whole or any part of the same. And the said company shall hold the United States harmless from any damage that may accrue to any person or persons by reason of the construction of its work.

SEC. 3. That at any time after said improvements and works have been completed as herein provided, and a depth of twenty feet has been obtained, the United States shall have the right to pay the said company, or their assigns, successors, or legal representatives, the value of the works constructed under this act or under or by virtue of any authority granted by the State of Texas, which value shall be ascertained by appraisement to be made by three officers of the Engineer Corps of the United States Army, who shall be appointed for that purpose by the Secretary of War, and on such payment being made by the United States all rights to said work on the part of said parties shall cease; but nothing in this act shall be construed as compelling or requiring the Government to take possession of and pay for said works unless so desired by the Government of the United States.

SEC. 4. That Congress may at any time alter, amend, or repeal [*sic*] this act.

Approved, July 27, 1892.

July 27, 1892.  
Vol. 27, p. 280.

CHAP. 275.—An Act To provide for the improvement of the outer bar of Brunswick, Georgia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be authorized to pay to C. P. Goodyear [<sup>a</sup>], his heirs or assigns, upon the procurement by said C. P. Goodyear, his heirs or assigns, of a practicable channel over the outer bar of Brunswick, Georgia, at least one hundred feet in width and of a mini-

Brunswick,  
Ga. Payments  
to C. P. Good-  
year upon se-  
curing deep-  
water channel  
over outer bar.

<sup>a</sup>The following amounts were paid to Mr. Goodyear pursuant to the provisions of this act and acts amendatory thereof, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act approved March 3, 1899), and \$45,000 (act approved June 13, 1902); total \$265,000.

mum depth of twenty-two feet at ordinary mean high tide, on or before November first, eighteen hundred and ninety-two, the sum of ten thousand dollars; upon the procurement as aforesaid on or before January first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-three feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before March first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar at a minimum depth at ordinary mean high tide of twenty-four feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before May first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; upon procurement on or before October first, eighteen hundred and ninety-three, of a minimum depth in said channel over said outer bar of twenty-six feet at ordinary mean high tide, and of a width of not less than one hundred and twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; and should the depth of twenty-five feet at ordinary mean high tide in said channel over said outer bar be procured on or before the time aforesaid and maintained for two years for the width named thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid; and should the depth of twenty-six feet at ordinary mean tide for the width named be procured on or before the date named and maintained for two years thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall perform said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom of said channel, in his or their discretion, and not otherwise; and the channel to be deepened as aforesaid shall be north of the present buoyed-out channel, so that said work shall not interfere with the commerce of the port of Brunswick during the progress of such work. The Secretary of War shall detail an officer of engineers to examine and report upon said work from time to time, at such times as the said C. P. Goodyear, his heirs and assigns, announce that they have complied with the conditions as to any of the depths and widths named, or as to the maintenance of depths of twenty five and twenty-six feet, and payments to be made as aforesaid upon the certificate of such engineer that such depth and width or such maintenance has been accomplished in accordance with the provisions of this act. And the

Vol. 27, p. 529; vol. 28, p. 342; vol. 29, p. 208; vol. 30, p. 1125; vol. 32, p. 338.  
*Post*, pp. 666, 682, 752, 850, 959.

Work to be done by exploding dynamite.

Engineer officer to report on maintenance, etc.

Appropriation.

money necessary to carry out the provisions of this act is hereby appropriated out of any money in the Treasury not otherwise appropriated.

Approved, July 27, 1892.

July 28, 1892. **CHAP. 311.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-two, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Fox and Wisconsin rivers  
improvement.

#### FOX AND WISCONSIN RIVER IMPROVEMENT.

Payment of  
flowage damages.

Vol. 18, p. 506.

*Ante*, p. 252.

Vol. 27, p. 667.

*Post*, p. 670.

For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General, and fully set forth in House Executive Document Numbered Two hundred and twenty-two, first session of the Fifty-second Congress, one hundred and nine thousand and twenty-two dollars and thirty-three cents [<sup>a</sup>].

Claims certified  
by accounting  
officers.

Vol. 18, p. 110.

*Ante*, p. 225.

Vol. 23, p. 254.

SEC. 2. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund—under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and eighty-nine and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered One hundred and ninety-nine, Fifty second Congress, first session, there is appropriated as follows:

\* \* \* \* \*

<sup>a</sup> The deficiency act approved March 3, 1893, makes this appropriation applicable to the payment of the judgment of G. C. Griffith in the sum of \$1,179, the same having been inadvertently omitted in the report of the Attorney-General, but included in the total sum appropriated.



## CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller.

*	*	*	*	*
For improving harbor at San Francisco, California, twenty-two cents.				San Francisco Harbor, Cal.
For improving Missouri River, twenty-eight cents.				Missouri River.
For Mississippi River Commission, forty-four dollars and eighty cents.				Mississippi River Commission.

Approved, July 28, 1892.

**CHAP. 316.**—An Act Authorizing the Secretary of War to lease public property in certain cases. July 28, 1892.  
Vol. 27, p. 321.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That authority be, and is hereby, given to the Secretary of War, when in his discretion it will be for the public good, to lease, for a period not exceeding five years and revocable at any time, such property of the United States under his control as may not for the time be required for public use and for the leasing of which there is no authority under existing law, and such leases shall be reported annually to Congress [a]: *Provided*, That nothing in this act contained shall be held to apply to mineral or phosphate lands. Secretary of War may lease public property not required. Vols. 26, p. 685; 28, p. 491. Ante, p. 602; post, p. 728.

Approved, July 28, 1892.

**CHAP. 380.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-three. and for other purposes. Aug. 5, 1892.  
Vol. 27, p. 349.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-three, namely: Sundry civil expenses appropriations.

*	*	*	*	*
For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement removal of Smith's Island and Windmill Island, Pennsylvania, and Petty's Island, New Jersey, and adjacent shoals, forty-one thousand dollars.				Harbors. Philadelphia, Pa.

<sup>a</sup> By act approved August 23, 1894, the south pier, Chicago River, Ill., is excepted from the above provisions.

Baltimore, Md. For improving harbor at Baltimore, Maryland: Completing improvement, two hundred and eight thousand dollars.

Galveston, Tex. For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, four hundred and fifty thousand dollars.

Hay Lake channel, St. Marys River, Mich. For improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, one hundred and fifteen thousand dollars.

\* \* \* \* \*

Harbor of New York. HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors, etc. For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Maintenance of steamers. For pay of crew and maintenance of steamer Argus, eight thousand dollars;

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars; in all, thirty-three thousand dollars.

\* \* \* \* \*

Approved, August 5, 1892.

Jan. 6, 1893. **CHAP. 21.**—An Act Authorizing the sale of land in the vicinity of Fort Mifflin on the River Delaware.

Fort Mifflin, Pa., sale of land near, authorized.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War and the Secretary of the Navy for the time being are authorized to sell, at such price as may be agreed upon by the Attorney-General and themselves, and convey to the International Navigation Company, a corporation created under the laws of the Commonwealth of Pennsylvania, subject to such conditions as they shall deem proper for the public interest, the right, title, and interest of the United States in and to so much of the land described in deed by John W. Ashmead and wife to the United States, dated the twenty-eighth day of March, eighteen hundred and fifty-one, being in the vicinity of Fort Mifflin on the river Delaware, lying outside the dike or river bank and eastward of the fort, as will, in the judgment of said Secretary of War, the Secretary of the Navy and the Attorney-General, not be prejudicial to the interests of the United States: *Provided*, That the right, title, and interest to so much of this land as may be needed as sites for dikes, shall be retained by the United States, together with the right to maintain and control said dikes.*

*Proviso.*  
Dikes, etc.

Approved, January 6, 1893.

**CHAP. 44.**—An Act To amend “An Act to promote the construction of a safe deep-water harbor on the coast of Texas,” approved February ninth, eighteen hundred and ninety-one. Jan. 23, 1893.  
Vol. 27, p. 422.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section two of said act be so amended as to extend the time of commencing said work two years from the ninth day of February, eighteen hundred and ninety-three. Padre Island Harbor, Tex.  
Vols. 26, p. 740; 30, p. 1128; 32, p. 341.  
Ante, p. 603: post, pp. 855, 964.  
Time extended for commencing.

Approved, January 23, 1893.

[No. 10.] Joint Resolution Directing the Secretary of War to investigate the subject of raft-towing on the Great Lakes and their connecting waters. Feb. 3, 1893.  
Vol. 27, p. 754.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, directed to appoint a board, to consist of three officers of the Engineer Corps of the Army, to investigate the subject of raft-towing on the Great Lakes and their connecting waters, and to report to Congress as to what restrictions, if any, should be placed upon the size and manner of constructing and towing rafts upon said Great Lakes and their connecting waters. Great Lakes.  
Board to investigate, etc., raft towing.

Approved, February 3, 1893.

**CHAP. 64.**—An Act Relating to the anchorage and movement of vessels in the port of Chicago. Feb. 6, 1893.  
Vol. 27, p. 431.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be authorized and directed to define and establish anchorage grounds for vessels in the harbors of Chicago, and waters of Lake Michigan adjacent thereto, to adopt suitable rules and regulations in relation to the same, and also to adopt suitable rules and regulations governing the use of marked inshore channels in Lake Michigan in front of the city of Chicago, and to take all necessary measures for the proper enforcement of such rules and regulations. Chicago, Ill.  
Anchorage grounds, etc., to be established by Secretary of Treasury.

**SEC. 2.** That in the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district Penalty for violation of rules.

within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

Approved, February 6, 1893.

Feb. 23, 1893. **CHAP. 153.**—An Act Granting certain rights and privileges to  
Vol. 27, p. 472. the commissioners of waterworks in the city of Erie, Pennsylvania.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the commissioners of waterworks in the city of Erie, State of Pennsylvania, be, and they are hereby, granted the right to lay, extend, and maintain [*sic*] their intake pipe from their present pumping station at the foot of Chestnut street, at Erie, Pennsylvania, across the Bay of Presque Isle to the peninsula, thence across the land belonging to the United States on the peninsula to the shore of Lake Erie, thence into the lake as far as may be advisable to secure pure water, together with the use of such land on the peninsula as may be needed for the proper laying, protection, and maintaining the pipe and the erection of all buildings necessary for the construction, care, and supervision of the work, and for maintaining the same.

Erie, Pa.

May lay water pipes across Government land.

Lands.

Use for roads granted.

Also the use of such land belonging to the United States as may be required for a road, or roads, to and from the main land to place of crossing; all according to such plans and specifications as may be approved by the Secretary of War, and such plans shall be executed under his direction and supervision.

A amendment, etc.

**SEC. 2.** The right to alter, amend or repeal this act is hereby reserved.

Approved, February 23, 1893.

Feb. 24, 1893. **CHAP. 156.**—An Act To amend "An Act making appropriations for the construction, repair, and preservation of certain  
Vol. 27, p. 474. public works on rivers and harbors, and for other purposes," approved July thirteenth, eighteen hundred and ninety-two.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July thirteenth, eighteen hundred and ninety-two, be amended in so far as the same provides for the improvement of Conneaut Harbor, Ohio, by striking out "for relocation of channel and construction of new piers" (scheme B, Engineer's report), and inserting "to widen and deepen the existing old channel" (scheme A, Engineer's report).

Conneaut Harbor, Ohio.

Change in improvement.  
Vol. 27, p. 93.  
Ante, p. 618.

Approved, February 24, 1893.

**CHAP. 183.**—An Act To create the California Debris Commission and regulate hydraulic mining in the State of California.

Mar. 1, 1893.  
Vol. 27, p. 507.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a commission is hereby created, to be known as the California Debris Commission, consisting of three members. The President of the United States shall, by and with the advice and consent of the Senate, appoint the commission from officers of the Corps of Engineers, United States Army. Vacancies occurring therein shall be filled in like manner. It shall have the authority, and exercise the powers hereinafter set forth, under the supervision of the Chief of Engineers and direction of the Secretary of War.

California  
Debris Com-  
mission cre-  
ated.  
Vols. 25, p.  
498; 27, p.  
393.  
*Ante*, pp. 533,  
610.  
Appoint-  
ment.  
Authority  
and power.

**SEC. 2.** That said commission shall organize within thirty days after its appointment by the selection of such officers as may be required in the performance of its duties, the same to be selected from the members thereof. The members of said commission shall receive no greater compensation than is now allowed by law to each, respectively, as an officer of said Corps of Engineers. It shall also adopt rules and regulations, not inconsistent [*sic*] with law, to govern its deliberations and prescribe the method of procedure under the provisions of this act.

Organiza-  
tion.  
  
Compensa-  
tion.  
  
Rules, etc.,  
of procedure.

**SEC. 3.** That the jurisdiction of said commission, in so far as the same affects mining carried on by the hydraulic process, shall extend to all such mining in the territory drained by the Sacramento and San Joaquin river systems in the State of California. Hydraulic mining, as defined in section eight hereof, directly or indirectly injuring the navigability of said river systems, carried on in said territory other than as permitted under the provisions of this act is hereby prohibited and declared unlawful.

Jurisdiction.

Injurious hy-  
draulic mining  
prohibited.

**SEC. 4.** That it shall be the duty of said commission to mature and adopt such plan or plans, from examinations and surveys already made and from such additional examinations and surveys as it may deem necessary, as will improve the navigability of all the rivers comprising said systems, deepen their channels, and protect their banks. Such plan or plans shall be matured with a view of making the same effective as against the encroachment of and damage from debris resulting from mining operations, natural erosion, or other causes, with a view of restoring, as near as practicable and the necessities of commerce and navigation demand, the navigability of said rivers to the condition existing in eighteen hundred and sixty, and permitting mining by the hydraulic process, as the term is understood in said state, to be carried on, provided the same can be accomplished without injury to the navigability of said rivers or the lands adjacent thereto.

Duty of Com-  
mission.  
Plans.

Improving  
navigability of  
rivers, etc.

Certain hy-  
draulic mining  
permitted.

Surveys of storage sites for debris, reservoirs, etc.

SEC. 5. That it shall further examine, survey, and determine the utility and practicability, for the purposes hereinafter indicated, of storage sites in the tributaries of said rivers and in the respective branches of said tributaries, or in the plains, basins, sloughs, and tule and swamp lands adjacent to or along the course of said rivers, for the storage of debris or water or as settling reservoirs, with the object of using the same by either or all of these methods to aid in the improvement and protection of said navigable rivers by preventing deposits therein of debris resulting from mining operations, natural erosion, or other causes, or for affording relief thereto in flood time and providing sufficient water to maintain scouring force therein in the summer season; and in connection therewith to investigate such hydraulic and other mines as are now or may have been worked by methods intended to restrain the debris and material moved in operating such mines by impounding dams, settling reservoirs, or otherwise, and in general to make such study of and researches in the hydraulic mining industry as science, experience, and engineering skill may suggest as practicable and useful in devising a method or methods whereby such mining may be carried on as aforesaid.

Examination of hydraulic and other mines, etc.

Noting condition of navigable channels.

SEC. 6. That the said commission shall from time to time note the conditions of the navigable channels of said river systems, by cross-section surveys or otherwise, in order to ascertain the effect therein of such hydraulic mining operations as may be permitted by its orders and such as is caused by erosion, natural or otherwise.

Annual report.

SEC. 7. That said commission shall submit to the Chief of Engineers, for the information of the Secretary of War, on or before the fifteenth day of November of each year, a report of its labors and transactions, with plans for the construction, completion, and preservation of the public works outlined in this act, together with estimates of the cost thereof, stating what amounts can be profitably expended thereon each year. The Secretary of War shall thereupon submit same to Congress on or before the meeting thereof.

Contents.

"Hydraulic mining" and "mining by the hydraulic process" defined.

SEC. 8. That for the purposes of this act "hydraulic mining" and "mining by the hydraulic process," are hereby declared to have the meaning and application given to said terms in said State.

Hydraulic miners must file petition with Commission.

SEC. 9. That the individual proprietor or proprietors, or in case of a corporation its manager or agent appointed for that purpose, owning mining ground in the territory in the State of California mentioned in section three hereof, which it is desired to work by the hydraulic process, must file with said commission a verified petition, setting forth such facts as will comply with law and the rules prescribed by said commission.

SEC. 10. That said petition shall be accompanied by an instrument duly executed and acknowledged, as required by the law of the said State, whereby the owner or owners of such mine or mines surrender to the United States the right and privilege to regulate by law, as provided in this act, or any law that may hereafter [*sic*] be enacted, or by such rules and regulations as may be prescribed by virtue thereof, the manner and method in which the debris resulting from the working of said mine or mines shall be restrained, and what amount shall be produced therefrom; it being understood that the surrender aforesaid shall not be construed as in any way affecting the right of such owner or owners to operate said mine or mines by any other process or method now in use in said State: *Provided*, That they shall not interfere with the navigability of the aforesaid rivers.

Surrender to United States of right to regulate the working, etc.

Use of other processes, etc., not affected.

*Proviso.*  
Navigability of rivers.

SEC. 11. That the owners of several mining claims situated so as to require a common dumping ground or dam or other restraining works for the debris issuing therefrom in one or more sites may file a joint petition setting forth such facts in addition to the requirements of section nine hereof; and where the owner of a hydraulic mine or owners of several such mines have and use common dumping sites for impounding debris or as settling reservoirs, which sites are located below the mine of an applicant not entitled to use same, such fact shall also be stated in said petition. Thereupon the same proceedings shall be had as provided for herein.

Joint petition by mining claim owners requiring common dumping ground, etc.

SEC. 12. A notice specifying briefly the contents of said petition and fixing a time previous to which all proofs are to be submitted shall be published by said commission in some newspaper or newspapers of general circulation in the communities interested in the matter set forth therein. If published in a daily paper such publication shall continue for at least ten days; if in a weekly paper in at least three issues of the same. Pending publication thereof said commission, or a committee thereof, shall examine the mine and premises described in such petition. On or before the time so fixed all parties interested, either as petitioners or contestants, whether miners or agriculturists, may file affidavits, plans, and maps in support of their respective claims. Further hearings, upon notice to all parties of record, may be granted by the commission when necessary.

Notice of petition, etc., to be published.

Examination pending publication.

Affidavits, plans, etc., may be filed.

Hearings.

SEC. 13. That in case a majority of the members of said commission, within thirty days after the time so fixed, concur in a decision in favor of the petitioner or petitioners, the said commission shall thereupon make an order directing the methods and specifying in detail the manner in which operations shall proceed in such mine or mines; what restraining or impounding works, if facilities therefor can be found, shall be built, and maintained; how and of what material; where to be located; and in general set forth such further requirements and safeguards as will

Favorable decisions within 30 days.

Order directing methods of mining, conditions, etc.

Taxes on  
gross proceeds.  
*Provido.*  
Expenses.

Plans, etc.,  
to be submitted  
to Commission.

Commence-  
ment of works.  
Supervision  
and inspection.

Completion  
of works.

Permission  
to commence  
mining.

Conditions,  
etc., as to com-  
mencing opera-  
tions.

*Provido.*  
Navigation,  
etc., sufficiently  
protected.

Allotment of  
expenses for  
common  
constructing  
dumps, etc.

Subsequent  
petitioners to  
pay for dump-  
ing privilege.

Apportion-  
ment of such  
payment to  
original own-  
ers.

Maintenance,  
etc.

protect the public interests and prevent injury to the said navigable rivers, and the lands adjacent thereto, with such further conditions and limitations as will observe all the provisions of this act in relation to the working thereof and the payment of taxes on the gross proceeds of the same: *Provided*, That all expense incurred in complying with said order shall be borne by the owner or owners of such mine or mines.

SEC. 14. That such petitioner or petitioners must within a reasonable time present plans and specifications of all works required to be built in pursuance of said order for examination, correction, and approval by said commission; and thereupon work may immediately commence thereon under the supervision of said commission or representative thereof attached thereto from said Corps of Engineers, who shall inspect same from time to time. Upon completion thereof, if found in every respect to meet the requirements of the said order and said approved plans and specifications, permission shall thereupon be granted to the owner or owners of such mine or mines to commence mining operations, subject to the conditions of said order and the provisions of this act.

SEC. 15. That no permission granted to a mine owner or owners under this act shall take effect, so far as regards the working of a mine, until all impounding dams or other restraining works, if any are prescribed by the order granting such permission, have been completed and until the impounding dams or other restraining works or settling reservoirs provided by said commission have reached such a stage as, in the opinion of said commission, it is safe to use the same: *Provided, however*, That if said commission shall be of the opinion that the restraining and other works already constructed at the mine or mines shall be sufficient to protect the navigable rivers of said systems and the work of said commission, then the owner or owners of such mine or mines may be permitted to commence operations.

SEC. 16. That in case the joint petition referred to in section eleven hereof is granted, the commission shall fix the respective amounts to be paid by each owner of such mines toward providing and building necessary impounding dams or other restraining works. In the event of a petition being filed after the entry of such order, or in case the impounding dam or dams or other restraining works have already been constructed and accepted by said commission, the commission shall fix such amount as may be reasonable for the privilege of dumping therein, which amount shall be divided between the original owners of such impounding dams or other restraining works in proportion to the amount respectively paid by each party owning same. The expense of maintaining and protecting such joint dam or works shall be divided among mine-owners using the same in such proportion as the commis-



sion shall determine. In all cases where it is practicable, restraining and impounding works are to be provided, constructed, and maintained by mine-owners near or below the mine or mines before reaching the main tributaries of said navigable waters.

Location.

SEC. 17. That at no time shall any more débris be permitted to be washed away from any hydraulic mine or mines situated on the tributaries of said rivers and the respective branches of each, worked under the provisions of this act, than can be impounded within the restraining works erected.

Limit of débris washed away.

SEC. 18. That the said commission may at any time, when the condition of the navigable rivers or when the capacities of all impounding and settling facilities erected by mine-owners or such as may be provided by Government authority require same, modify the order granting the privilege to mine by the hydraulic mining process so as to reduce amount thereof to meet the capacities of the facilities then in use, or, if actually required in order to protect the navigable rivers from damage, may revoke same until the further notice of the commission.

Modification, etc., of orders.

SEC. 19. That an intentional violation on the part of a mine owner or owners, company, or corporation, or the agents or the employees of either, of the conditions of the order granted pursuant to section thirteen, or such modifications thereof as may have been made by said commission, shall work a forfeiture of the privileges thereby conferred, and upon notice being served by the order of said commission upon such owner or owners, company or corporation, or agent in charge, work shall immediately cease. Said commission shall take necessary steps to enforce its orders in case of the failure, neglect, or refusal of such owner or owners, company, or corporation, or agents thereof, to comply therewith, or in the event of any person or persons, company, or corporation working by said process in said territory contrary to law.

Forfeiture for violating conditions.

Work to cease upon service of notice.

Enforcement of orders, etc.

SEC. 20. That said commission, or a committee therefrom, or officer of said corps assigned to duty under its orders, shall, whenever deemed necessary, visit said territory and all mines operating under the provisions of this act. A report of such examination shall be placed on file.

Visiting mines.

Report.

SEC. 21. That the said commission is hereby granted the right to use any of the public lands of the United States, or any rock, stone, timber, trees, brush, or material thereon or therein, for any of the purposes of this act; and the Secretary of the Interior is hereby authorized and requested, after notice has been filed with the Commissioner of the General Land Office by said commission, setting forth what public lands are required by it under the authority of this section, that such land or lands shall be withdrawn from sale and entry under the laws of the United States.

Use of public lands and material,

Withdrawal of lands from sale and entry.

Willful injury to works a misdemeanor.

SEC. 22. That any person or persons who wilfully or maliciously injure, damage, or destroy, or attempt to injure, damage, or destroy, any dam or other work erected under the provisions of this act for restraining, impounding, or settling purposes, or for use in connection therewith, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not to exceed the sum of five thousand dollars, or be imprisoned not to exceed five years, or by both such fine and imprisonment, in the discretion of the court. And any person or persons, company or corporation, their agents or employees, who shall mine by the hydraulic process directly or indirectly injuring the navigable waters of the United States, in violation of the provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That this section shall take effect on the first day of May, eighteen hundred and ninety-three.

Penalty.

Violation of act a misdemeanor.

Penalty.

*Proviso.*  
Operative date.

Tax on gross proceeds of hydraulic mines.

Ascertainment and payment of tax.

Regulations, etc.

A "débris fund" created. Expenditures from same by Commission.

*Provisos.*  
Money advances from mine owners.

SEC. 23. That upon the construction by the said commission of dams or other works for the detention of debris from hydraulic mines and the issuing of the order provided for by this act to any individual, company, or corporation to work any mine or mines by hydraulic process, the individual, company, or corporation operating thereunder working any mine or mines by hydraulic process, the debris from which flows into or is in whole or in part restrained by such dams or other works erected by said commission, shall pay a tax of three per centum on the gross proceeds of his, their, or its mine so worked; which tax of three per centum shall be ascertained and paid in accordance with regulations to be adopted by the Secretary of the Treasury, and the Treasurer of the United States is hereby authorized to receive the same. All sums of money paid into the Treasury under this section shall be set apart and credited to a fund to be known as the "Debris Fund," and shall be expended by said commission under the supervision of the Chief of Engineers and direction of the Secretary of War, in addition to the appropriations made by law in the construction and maintenance of such restraining works and settling reservoirs as may be proper and necessary: *Provided*, That said commission is hereby authorized to receive and pay into the Treasury from the owner or owners of mines worked by the hydraulic process, to whom permission may have been granted so to work under the provisions thereof, such money advances as may be offered to aid in the construction of such impounding dams or other restraining works, or settling reservoirs, or sites therefor, as may be deemed necessary

by said commission to protect the navigable channels of said river systems, on condition that all moneys so advanced shall be refunded as the said tax is paid into the said debris fund: *And provided further*, That in no event shall the Government of the United States be held liable to refund same except as directed by this section.

Refund of same when tax is paid.  
Limitation.

SEC. 24. That for the purpose of securing harmony of action and economy in expenditures in the work to be done by the United States and the State of California, respectively, the former in its plans for the improvement and protection of the navigable streams and to prevent the depositing of mining debris or other materials within the same, and the latter in its plans authorized by law for the reclamation, drainage, and protection of its lands, or relating to the working of hydraulic mines, the said commission is empowered to consult thereon with a commission of engineers of said State, if authorized by said State for said purpose, the result of such conference to be reported to the Chief of Engineers of the United States Army, and if by him approved shall be followed by said commission.

Commission may consult with State commission of engineers.

Report on conference.  
Approval.

SEC. 25. That said commission, in order that such material as is now or may hereafter be lodged in the tributaries of the Sacramento and San Joaquin River systems resulting from mining operations, natural erosion, or other causes, shall be prevented from injuring the said navigable rivers or such of the tributaries of either as may be navigable and the land adjacent thereto, is hereby directed and empowered, when appropriations are made therefor by law, or sufficient money is deposited for that purpose in said debris fund, to build at such points above the head of navigation in said rivers and on the main tributaries thereof, or branches of such tributaries, or at any place adjacent to the same, which in the judgment of said Commission, will effect said object (the same to be of such material as will insure safety and permanency), such restraining or impounding dams and settling reservoirs, with such canals, locks, or other works adapted and required to complete same. The recommendations contained in Executive Document Numbered Two hundred and sixty-seven, Fifty-first Congress, second session, and Executive Document Numbered Ninety-eight, Forty-seventh Congress, First session, as far as they refer to impounding dams, or other restraining works, are hereby adopted, and the same are directed to be made the basis of operations. The sum of fifteen thousand dollars is hereby appropriated, from moneys in the Treasury not otherwise appropriated, to be immediately available to defray the expenses of said commission.

Appropriations from debris fund to be expended in restraining works, etc., above head of navigation, etc.

Recommendations adopted and made basis of operations.  
Vol. 29, p. 232.  
Post, p. 787.

Appropriations.

Approved, March 1, 1893.

Mar. 1, 1893.  
Vol. 27, p. 529.

**CHAP. 191.**—An Act To amend an Act approved July twenty-seventh, eighteen hundred and ninety-two, entitled "An Act to provide for the improvement of the outer bar of Brunswick, Georgia."

Brunswick,  
Ga.  
Payments to  
C. P. Goodyear  
upon securing  
deep-water  
channel over  
outer bar.

Vols. 27, p.  
280, amended;  
28, p. 342; 29,  
p. 208; 30, p.  
1125; 32, p.  
338.

*Ante*, p. 652;  
*post*, pp. 682,  
752, 850, 959.

Extension of  
time, etc.

Work to be  
done by ex-  
ploding dyna-  
mite.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be authorized to pay to C. P. Goodyear [<sup>a</sup>], his heirs or assigns, upon the procurement by said C. P. Goodyear, his heirs or assigns, of a practicable channel over the outer bar of Brunswick, Georgia, at least one hundred feet in width, and of a minimum depth of twenty-two feet at ordinary mean high tide, on or before November first, eighteen hundred and ninety-three, the sum of ten thousand dollars; upon the procurement, as aforesaid, on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-three feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid, on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar at a minimum depth at ordinary mean high tide of twenty-four feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; upon procurement, on or before November first, eighteen hundred and ninety-three, of a minimum depth in said channel over said outer bar of twenty-six feet at ordinary mean high tide, and of a width not less than one hundred and twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; and should the depth of twenty five feet, at ordinary mean high tide in said channel over said outer bar, be procured on or before the time aforesaid, and maintained for two years for the width named thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid; and should the depth of twenty six feet, at ordinary mean high tide for the width named, be procured on or before the date named, and maintained for two years thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall perform said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom of said channel, in his or their discretion, and not otherwise; and the channel to be

<sup>a</sup> The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act approved March 3, 1899), and \$45,000 (act approved June 13, 1902); total, \$265,000.

deepened as aforesaid shall be north of the present buoyed-out channel, so that said work shall not interfere with the commerce of the port of Brunswick during the progress of such work. The Secretary of War shall detail an officer of engineers to examine and report upon said work from time to time, at such times as the said C. P. Goodyear, his heirs and assigns, announce that they have complied with the conditions as to any of the depths and widths named, or as to the maintenance, of depths of twenty-five and twenty-six feet, and payments to be made as aforesaid upon the certificate of such engineer that such depth and width, or such maintenance, has been accomplished in accordance with the provisions of this act. And said engineer officer shall specially report as to the means used to acquire and maintain said depths and widths. And the money necessary to carry out the provisions of this act is hereby reappropriated out of any money in the Treasury not otherwise appropriated.

Engineer officer to report on maintenance, etc.

Special report on means used.

Reappropriation.

Approved, March 1, 1893.

**CHAP. 208.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes.

Mar. 3, 1893.  
Vol. 27, p. 572.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, namely:

Sundry civil expenses and appropriations.

\* \* \* \* \*

**HARBOR OF NEW YORK:** For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Harbor of New York.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Maintenance of steamers.

For pay of crew and maintenance of steamer Nimrod, eight thousand dollars;

In all, thirty-one thousand dollars.

\* \* \* \* \*

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement removal of Smiths Island and Windmill Island, Pennsylvania, and Pettys Island, New Jersey, and adjacent shoals, five hundred thousand dollars.

River and harbor improvements. Philadelphia, Pa. Removal of islands.

For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, one million dollars.

Galveston Harbor.

For improving Hay Lake Channel, Saint Marys River, Michigan: Continuing improvement, two hundred and twenty-five thousand dollars.

Hay Lake Channel, St. Marys River, Mich.

Hudson Riv-  
er, N. Y.

For improving Hudson River, New York: Continuing improvement, five hundred thousand dollars.

Oswego, N. Y.  
Unexpended  
balance may be  
expended.

Vol. 27, p.  
90.

*Ante*, p. 614.

That the Secretary of War be, and he is hereby, authorized to expend, under the supervision of the Chief of Engineers, so much of the unexpended balance remaining from the appropriation of July thirteenth, eighteen hundred and ninety-two, for improving harbor at Oswego, New York, and now available, as may be necessary and he may approve to remove a rocky ledge and other substances, and to deepen said harbor within the lines thereof to a uniform depth.

Kanawha  
River, W. Va.

For improving Great Kanawha River, West Virginia: Continuing improvement, five hundred thousand dollars.

St. Johns  
River, Fla.

For improving Saint Johns River, Florida: Continuing improvement of channel over bar at the mouth, two hundred and eighty-four thousand five hundred dollars.

Mississippi  
River, from  
mouth of Ohio  
River to land-  
ing, Minneap-  
olis, Minn.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents; continuing improvement from the mouth of the Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents; in all, one million five hundred and twenty-five thousand dollars.

St. Marys  
River at the  
Falls, Mich.

*Proviso.*

For improving Saint Marys River at the Falls, Michigan: Continuing improvement, one million two hundred and thirty thousand dollars: *Provided*, that of the amount hereby appropriated the sum of twenty-five thousand dollars, or so much thereof as may be necessary, may be expended in widening the present channel at "the elbow" at the lower end of Lake George, in Saint Mary's River, Michigan.

Chanuel, Chi-  
cago, Duluth.  
to Buffalo.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, eight hundred and seventy-five thousand dollars.

Cascades of  
Columbia  
River, Oreg.  
Vol. 29, p.  
470.

*Post*, p. 740.

For improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, one million two hundred and thirty-nine thousand six hundred and fifty-three dollars.

Harbor of ref-  
uge, Point Ju-  
dith, R. I.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, one hundred thousand dollars.

Charleston,  
S. C.

Sullivan Is-  
land and Mt.  
Pleasant shore.

For improving harbor at Charleston, South Carolina, including Sullivan Island and Mount Pleasant Shore: Continuing improvement, seven hundred and fifty thousand dollars.

Savannah,  
Ga.

For improving harbor at Savannah, Georgia: Continuing improvement, one million dollars.

Mobile, Ala.

For improving harbor at Mobile, Alabama: Continuing improvement, five hundred thousand dollars.

For improving harbor and bay at Humboldt, California: Continuing improvement, five hundred and twenty-two thousand dollars.

Humboldt,  
Cal.

Under Mississippi River Commission: For improving Mississippi River from head of the passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million six hundred and sixty-five thousand dollars.

Mississippi  
River Commission.  
Head of  
Passes to mouth  
of Ohio.  
Salaries, etc.

Under Missouri River Commission: For improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars, fifty thousand dollars of which may be used for removal of snags and other like obstructions in the Missouri River above Sioux City, Iowa; to be expended under the direction of the Secretary of War: *Provided*, That not more than three-fourths of the foregoing appropriations under head of "Engineer Department," for rivers and harbors, shall be expended during the fiscal year ending June thirtieth, eighteen hundred and ninety-four; but this proviso shall not apply to the appropriations herein made for the improvements of the Mississippi and Missouri Rivers and of Hay Lake Channel.

Missouri  
River Commission.  
Salaries, etc.

*Proviso.*  
Limit of ex-  
penditures.

Exception..

And hereafter the Secretary of War shall furnish to the Secretary of the Treasury, on or before the first day of October of each year, estimates of all appropriations required for river and harbor improvements for the next fiscal year to be included in the Book of Estimates prepared by law under his direction.

Secretary of  
War to fur-  
nish annual es-  
timates on or  
before Oct. 1.

And the Secretary of War is hereby instructed to cause a preliminary examination and survey to be made at the mouth of the Crawfish Creek, in the first ward, and the mouth of Mill Creek, in the twenty-first ward of the city of Cincinnati, Ohio, as to availability of either or both said locations for an ice harbor.

Cincinnati,  
Ohio.  
Survey for  
ice harbor.

\* \* \* \* \*

Approved, March 3, 1893.

**CHAP. 210.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-three, and for prior years, and for other purposes.

Mar. 3, 1893.  
Vol. 27, p. 646.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the

Deficiencies  
appropriations.

appropriations for the fiscal year, eighteen hundred and ninety-three, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Green River,  
Ky., rebuilding  
lock.

**REBUILDING LOCK ON GREEN RIVER, KENTUCKY:** For rebuilding lock numbered two on Green River, at Rumsey, in the State of Kentucky, sixty-five thousand dollars, or so much thereof as may be necessary.

\* \* \* \* \*

Fox and Wis-  
consin rivers  
improvement.

Payment of  
flowage dam-  
ages.

Vol. 18, p.  
506.

*Ante*, p. 252.

**FOX AND WISCONSIN RIVER IMPROVEMENT:** For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General, and fully set forth in Senate Executive Document Numbered Ninety, second session of the Fifty-second Congress, including commissioners' accounts as therein set forth, thirty thousand nine hundred and eighty-five dollars and fifty cents.

G. C. Grif-  
fith judgment.

Vol. 27, p.  
308.

*Ante*, p. 654.

Appropriation  
made applic-  
able.

The appropriation of one hundred and nine thousand and twenty-two dollars and thirty-three cents made by the act of July twenty-eighth, eighteen hundred and ninety-two, for payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, is hereby made applicable to the payment of the judgment of G. C. Griffith in the sum of one thousand one hundred and seventy-nine dollars, the same having been inadvertently omitted in the report of the Attorney-General of such judgments, but included in the total sum appropriated.

Claims certi-  
fied by ac-  
counting offi-  
cers.

Vol. 18, p.  
110.

*Ante*, p. 225.

Vol. 23, p.  
254.

**SEC. 2.** That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered One hundred and ninety-one, Fifty-second Congress, second session, there is appropriated as follows:

\* \* \* \* \*



CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND  
COMPTROLLER.

Claims al-  
lowed by  
Third Auditor  
and Second  
Comptroller.

\* \* \* \* \*

For improving harbor at San Francisco, California, ex-  
cept for service over Pacific railroads, thirty-five cents.

San Fran-  
cisco Harbor,  
Cal.

For improving Little River, Missouri and Arkansas,  
eighty cents,

Little River,  
Mo. and Ark.

\* \* \* \* \*

Approved, March 3, 1893.

**CHAP. 12.**—An Act To amend an Act of Congress approved Jan. 22, 1894.  
May twelfth, eighteen hundred and ninety, granting to the Aransas Vol. 28, p. 26.  
Pass Harbor Company the right to improve Aransas Pass.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Aransas Pass Harbor Company, which is engaged in the improvement of Aransas Pass under the provisions contained in an Act of Congress entitled "An Act for the improvement of Aransas Pass," approved May twelfth, eighteen hundred and ninety, is hereby relieved from the conditions of said Act which require the construction of said work to be commenced within one year from the date of its approval and to be diligently prosecuted by the expenditure of at least three hundred thousand dollars per annum thereafter, and to secure a navigable depth over the outer bar of fifteen feet of water within three years after the date of approval of said Act, and of twenty feet within five years from said date; and the said company is hereby authorized to continue and complete its work of improvement as set forth in said Act: *Provided*, That work shall be resumed by the said Aransas Pass Harbor Company within six months from the date of approval of this act, and shall be diligently prosecuted to completion, and said company shall secure a navigable depth over the outer bar of at least twenty feet of water within two years from the date of approval of this act. And in the event of said company failing to resume said work within the said six months, or failing to diligently prosecute the same, or to secure a navigable depth of twenty feet of water over the outer bar within the time required by this act, then Congress may revoke the privileges herein granted in relation to said improvement.

Aransas Pass  
Harbor.  
Time for con-  
structing work  
extended.

Vol. 26, p.  
106.

*Ante*, p. 543.

Vol. 29, p. 3.

*Post*, p. 736.

*Proviso.*  
Resumption  
of work.

Revocation  
on failure.

SEC. 2. That the right of Congress to alter, amend, or repeal this act is hereby reserved.

Amendment,  
etc.

Approved, January 22, 1894.

H. Doc. 425, 58-3, vol 2—10

Jan. 22, 1894.  
Vol. 28, p. 27.

**CHAP. 15.**—An Act To authorize the construction and maintenance of a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Kansas River.  
Dam across,  
authorized in  
Shawnee Coun-  
ty.

Provisions.  
Removal, etc.

Removal,  
etc., by Secre-  
tary of War.

Recovery of  
expense.

Commence-  
ment and com-  
pletion.

Amendment,  
etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Chicago-Topeka Light, Heat, and Power Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, be, and they are hereby, authorized and empowered to construct and maintain a dam or dams across the Kansas River, at any suitable place or places within the county of Shawnee, in the State of Kansas: *Provided*, That on notice by the Secretary of War that said dam or dams are material obstructions to navigation, said dam or dams shall be at once removed, or suitable lock or locks provided by the owner or owners thereof at his or their expense, so as not to interfere with navigation: *And provided further*, That if after due and sufficient notice in such case the owner or owners of said dam or dams shall neglect or fail to provide suitable lock or locks, or otherwise modify or remove said obstructions, in such manner as the Secretary of War may direct, the said Secretary is hereby authorized and directed to cause suitable lock or locks to be provided, or said obstructions to be removed or modified at the expense of the United States, and to institute proceedings against the person or persons or corporation owning or controlling said dam or dams for the recovery of the expense thereof before the circuit court of the United States in and for the district in which said dam or dams may be located.

SEC. 2. That the dam or dams herein provided for shall be commenced within one year from the date of approval of this act and completed within three years, under penalty of the forfeiture of the franchise herein granted.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 22, 1894.

Feb. 24, 1894.  
Vol. 28, p. 38.

**CHAP. 30.**—An Act Granting to the Des Moines Rapids Power Company the right to erect, construct, operate, and maintain a wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois.

Des Moines  
Rapids Power  
Co. may build  
dam, etc., Mis-  
sissippi River,  
Ill.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Des Moines Rapids Power Company, a corporation created and organized under the laws of the State of Illinois, its successors and assigns, to erect, construct, operate, and maintain a canal along the east bank of the Mississippi River, between Nauvoo and Hamilton, in Hancock County, in the State of Illinois, to erect, construct, operate, and maintain a power station thereon, and

to project, erect, construct, operate, and maintain a wing dam five hundred feet into the river from the head of said canal, and to make such other improvements as may be necessary within said limit for the development of water power and the generation, use, and transmission therefrom [*sic*] of electric energy and power at, in, and upon the Des Moines Rapids of the Mississippi River: *Provided*, That the constructions hereby authorized do not in any way interfere with the existing low-water channel over the Des Moines Rapids, or with any interests of navigation: *And provided further*, That until the plans and locations of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War the canal shall not be commenced or built.

*Provisos.*  
Navigation not obstructed.

Secretary of War to approve plans, etc.

Commencement and completion.

SEC. 2. That this act shall be null and void if actual construction of the works herein authorized be not commenced within two years and completed within four years from the date hereof.

SEC. 3. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, February 24, 1894.

**CHAP. 61.**—An Act To provide for further urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes.

Apr. 21, 1894.  
Vol. 28, p. 58.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, being for the service of the fiscal year eighteen hundred and ninety-four, namely:

Urgent deficiencies appropriations.

\* \* \* \* \*  
HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor.

For pay of crew and maintenance of steamer Nimrod, two thousand dollars.

Steamer Nimrod.

\* \* \* \* \*  
Approved, April 21, 1894.

[No. 23.] Joint Resolution Directing the Secretary of War to cause an examination to be made to determine if there is probability and danger of the Mississippi River cutting through the space dividing such river from the Saint Francis River in the vicinity of Walnut Bend, Arkansas.

May 4, 1894.  
Vol. 28, p. 582.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*. That the Secretary of War be, and he is hereby, authorized

Mississippi River.

Examination  
near Walnut  
bend, Ark., as  
to danger to  
St. Francis  
River.

and directed to cause an examination to be made to determine if there is probability and danger of the Mississippi River cutting through the space dividing such river from the Saint Francis River in the vicinity of Walnut Bend, Arkansas, some twenty miles above the mouth of the Saint Francis River, and if such danger exists, to cause to be made a survey and estimate of the amount necessary to prevent damage to the navigation of the Saint Francis River.

Approved, May 4, 1894.

June 8, 1894.  
Vol. 28, p. 91.

**CHAP. 103.**—An Act To authorize the Missouri River Power Company of Montana to construct a dam across the Missouri River.

Missouri  
River Power  
Co. may dam  
Missouri Riv-  
er, Mont.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of the Government is hereby given to the Missouri River Power Company of Montana, its successors or assigns, to construct across the Missouri River, at some point at or near the southeast corner of Township Eleven north, of Range Two west, Montana meridian, to be approved by the Secretary of War, a dam, canal, and the appurtenances thereof, for water power and other purposes, and in connection therewith a foot-bridge or bridges for public use. Said dam shall be constructed under the supervision and control of the Secretary of War, and before the same shall be commenced the plans and specifications shall be approved by the Secretary of War. The dam shall be furnished with a suitable boom and log sluice, and the company, or its successors and assigns, shall execute to the United States, with sureties approved by the Secretary of War, a bond in such sum as the Secretary may determine, conditioned to indemnify the United States against all claims for damages for overflow or otherwise caused by the construction of said dam.

Secretary of  
War to ap-  
prove plans,  
etc.

Sluice, etc.

Government  
use, etc.

**SEC. 2.** That the United States shall be secured a free right of way for constructions and approaches to said dam for transferring boats and freight around the same, and a free use of water power for operating such construction works.

Amendment,  
etc.

**SEC. 3.** That the right to alter, amend, or repeal this Act is hereby expressly reserved, and the rights and privileges hereby granted to said Missouri River Power Company shall expire at the end of fifty years from and after the approval of this Act.

Approved, June 8, 1894.

**CHAP. 115.**—An Act To provide for the adjustment and payment of the claim of Thomas Rhys Smith for work done and materials furnished for the breakwater at Bar Harbor, Maine. June 23, 1894.  
Vol. 28, p. 988.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to examine and adjust the claim of Thomas Rhys Smith against the Government of the United States for work done and materials furnished for the breakwater at Bar Harbor, Maine, under a contract between said Thomas Rhys Smith and the United States, and determine what amount of work was done and materials furnished thereunder, the amount paid on account thereof, and the balance remaining unpaid, which balance he shall certify to the proper accounting officers for payment in the manner prescribed by law; and for the payment of said claim the sum of six thousand three hundred and ninety-one dollars and twelve cents, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided*, That before making any payment the Secretary of War shall exact from said Thomas Rhys Smith a bond in the penal sum of ten thousand dollars, with sufficient sureties, to be approved by him, conditioned to indemnify the United States against any lawful claim of any other party or parties.

Thomas Rhys Smith.  
Claim for work, etc., Bar Harbor, Me., to be adjusted.

Payment.

*Proviso.*

Indemnity bond.

Approved, June 23, 1894.

[No. 33.] Joint Resolution Directing the Secretary of War to appoint a commission of engineers to examine and report upon the cost of deepening the harbors of Superior and Duluth and their entrances to a uniform depth of twenty feet. June 29, 1894.  
Vol. 28, p. 586.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, directed to appoint a commission, to consist of three engineers, to examine the harbors of Superior and Duluth and the entrances thereto, with a view of ascertaining the cost of deepening said harbors and entrances to a uniform depth of twenty feet, and to report their conclusions to the Secretary of War without delay, to be by him transmitted to Congress.

Harbors of Duluth and Superior.  
Commission to examine cost of deepening entrance.  
Vol. 29, p. 212.  
Post, p. 758.

Approved, June 29, 1894.

**CHAP. 127.**—An Act Authorizing the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay submerged gas pipes across the Mississippi River at Minneapolis. July 6, 1894.  
Vol. 28, p. 101.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to

Mississippi River.

Minneapolis Gas Light Co. may lay gas main under.

the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay a submerged gas main across the Mississippi River, under the bed thereof, to conduct gas from its gas works on the west side of said river to the east division of Minneapolis on the east side of said river, at some point between the foot of the Falls of Saint Anthony and the Washington avenue bridge across said river, the location and manner of laying said gas main to be approved by the Secretary of War before the work is commenced.

Approved, July 6, 1894.

Aug. 8, 1894.  
Vol. 28, p. 1000.

**CHAP. 240.**—An Act To provide for the adjustment and payment of the claim of the American Transportation Company for dredging done at Fairport Harbor, in the State of Ohio.

American Transportation Co.  
Payment of claim for dredging Fairport Harbor, Ohio.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to examine and adjust the claim of the American Transportation Company against the Government of the United States for dredging done at Fairport Harbor, in the State of Ohio, under a contract between said American Transportation Company and the United States, and determine what amount of dredging was done thereunder, the amount paid on account thereof, and the balance remaining unpaid, which balance he shall certify to the proper accounting officers for payment in the manner prescribed by law; and for the payment of said claim the sum of five thousand four hundred and thirty-four dollars and eighteen cents, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated.

Approved, August 8, 1894.

Aug. 13, 1894.  
Vol. 28, p. 278.

**CHAP. 280.**—An Act For the protection of persons furnishing materials and labor for the construction of public works.

Contractors on public works.  
Penal bond to include security for labor and materials.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter any person or persons entering into a formal contract with the United States for the construction of any public building, or the prosecution and completion of any public work or for repairs upon any public building or public work, shall be required before commencing such work to execute the usual penal bond, with good and sufficient sureties, with the additional obligations that such contractor or contractors shall promptly make payments to all persons supplying him or them labor and materials in the prosecution of the work provided for in such contract; and any person or persons making application therefor, and furnishing affidavit to

Action on bond for labor or materials furnished.

the Department under the direction of which said work is being, or has been, prosecuted, that labor or materials for the prosecution of such work has been supplied by him or them, and payment for which has not been made, shall be furnished with a certified copy of said contract and bond, upon which said person or persons supplying such labor and materials shall have a right of action, and shall be authorized to bring suit in the name of the United States for his or their use and benefit against said contractor and sureties and to prosecute the same to final judgment and execution: *Provided*, That such action and its prosecutions shall involve the United States in no expense.

SEC. 2. Provided that in such case the court in which such action is brought is authorized to require proper security for costs in case judgment is for the defendant.

Approved, August 13, 1894.

*Proviso.*  
*Expense.*  
*Costs.*

**CHAP. 299.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes. Aug. 18, 1894.  
Vol. 28, p. 338.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.

Improving harbor at Camden, Maine: Continuing improvement, twelve thousand dollars.

Harbors.  
Camden, Me.

Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars, of which one thousand dollars may be expended in completing a survey of the same with a view of making it available for vessels of a deeper draft.

Rockland,  
Me.

Improving Mooseabec Bar, Maine: Continuing improvement, six thousand dollars.

Moosabec  
bar, Me.

Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty thousand dollars.

Portland,  
Me., Back  
Cove.

Improving harbor at Belfast, Maine: Continuing improvement, eight thousand dollars.

Belfast, Me.

For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, ten thousand dollars, to be expended in accordance with the modified project recommended by the Secretary of War.

Mount Desert  
to Porcupine  
Island, Me.,  
breakwater.

Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.

Little Har-  
bor, N. H.

Improving harbor at Burlington, Vermont: Continuing improvement, ten thousand dollars.

Burlington,  
Vt.

- Boston, Mass.** Improving harbor at Boston, Massachusetts: Continuing improvement, by deepening and widening the main channel to a depth of twenty-seven feet and a width of one thousand feet, two hundred thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be used in the further prosecution of the work in Nantasket Beach channel.
- Lynn, Mass. Proviso.** Improving harbor at Lynn, Massachusetts: Continuing improvement, seven thousand five hundred dollars: *Provided*, That the whole or any portion of this appropriation may be expended on the western channel, in the discretion of the Secretary of War.
- Western channel.**
- Salem, Mass.** Salem Harbor, Massachusetts: So much of the appropriation heretofore made, as may be necessary, shall be used in making a survey of Salem Harbor, with a view to widening the Harbor channel to the mouth of South river to the width of five hundred feet, and giving a depth of at least ten feet at mean low water, and from the mouth of said river to Derby wharf, beginning with a width of three hundred feet and gradually narrowing, so that there shall be at said wharf a width of not less than one hundred and sixty feet and a depth from said mouth to said wharf of not less than ten feet at mean low water, and with a view of dredging the "Middle Ground," so called, between "Haste Ledge" and "Aqua Vitae" so as to give a depth of twenty-five feet at mean low water.
- Nantucket, Mass.** Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.
- Newburyport, Mass.** Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.
- Plymouth, Mass.** Improving harbor at Plymouth, Massachusetts: Completing improvement, and for repairs, one thousand five hundred dollars.
- Provincetown, Mass.** For maintenance of works in harbor at Provincetown, Massachusetts, one thousand five hundred dollars.
- Scituate, Mass.** Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.
- Hyannis, Mass.** Improving harbor at Hyannis, Massachusetts: Continuing improvement, three thousand five hundred dollars.
- Vineyard Haven, Mass.** Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand five hundred dollars.
- Sandy Bay, Cape Ann, Mass.** Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.
- Gloucester, Mass.** Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars.
- New Bedford, Mass.** Improving harbor at New Bedford, Massachusetts: Completing improvement, seven thousand five hundred dollars, including survey with a view to obtaining a larger area of anchorage.
- Wareham, Mass., resurvey.** Improving harbor at Wareham, Massachusetts: The Secretary of War is directed out of the appropriation on



hand to make a resurvey of said harbor with a view to its further needed improvement.

Merrimac River, Massachusetts: The Secretary of War is directed out of the appropriation on hand to make a re-survey of said river with a view of obtaining a depth up to Haverhill equal to that over the bar at Newburyport.

Merrimac River, resurvey.

Improving inner harbor at Marthas Vineyard, Massachusetts: Completing improvement, two thousand five hundred dollars.

Marthas Vineyard, Mass.

Improving Canapitsit Channel, Massachusetts, between the islands of Cuttyhunk and Neshawana: Completing improvement, five thousand dollars.

Canapitsit Channel, Mass.

Improving harbor at Block Island, Rhode Island: Completing improvement, two thousand five hundred dollars, including dredging when necessary and a survey and estimates of cost for further improvement of said harbor.

Block Island, R. I.

Improving harbor at Newport, Rhode Island, including the removal of Spindle Rock, Rose Island: Continuing improvement, seven thousand five hundred dollars.

Newport, R. I.

Entrance to Point Judith Pond, two thousand five hundred dollars, which, together with the previous unexpended appropriation, shall be used in improving former entrance to said pond.

Point Judith Pond, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars, of which, in the discretion of the Secretary of War, so much as may be necessary may be used in deepening the channel at the outer bar, and in making a new survey of the harbor.

Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, two thousand five hundred dollars.

Black Rock, Conn.

Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred and twenty-five thousand dollars.

New Haven, Conn., breakwaters.

Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars.

Harbor

Improving Stonington Harbor, Connecticut, by removing a part of Noyes' Shoal and dredging in the inner harbor, in accordance with the report of Captain W. H. Bixby, of the Corps of Engineers, dated June twelfth, eighteen hundred and ninety-three, five thousand dollars.

Stonington, Conn.

Improving harbor at Five-Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars.

Five mile River, Conn.

Improving harbor at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, thirty thousand dollars.

Duck Island, Conn.

Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars, not less than half of which shall be expended on the East Branch.

Stamford, Conn.

Improving harbor at Cos Cob and Mianus River, Connecticut: Continuing improvement, four thousand dol-

Coscob and Mianus River, Conn.

lars, including a survey of the lower part of the harbor with a view of making a turning basin therein.

Norwalk,  
Conn.

Improving Norwalk Harbor, Connecticut: Continuing improvement, fifteen thousand dollars. So much of this appropriation as may be necessary may, in the discretion of the Secretary of War, be expended between the freight depot of the Danbury and Norwalk Railroad Company

Removing  
flats, etc.

on the north and Jennings, so called, on the south to remove the flats known as Ferrys Point between the channel and the established harbor line; and any unexpended balance, after completion of the above, may be used for the improvement of the sharp bend in the channel near Keyzers Island at the mouth of the harbor: *Provided*, That the United States shall be subjected to no cost for any lands required to make this improvement.

*Proviso.*  
Expense.

Buffalo, N. Y.

Improving harbor at Buffalo, New York: Continuing improvement, seventy thousand dollars, of which five thousand dollars may be used in making a survey and plan for extending the outer breakwater from a point at or near the present outer breakwater southeasterly to a point at or near Stoney Point.

Canarsie  
Bay, N. Y.

Improving harbor at Canarsie Bay, New York: Continuing improvement, two thousand dollars.

Charlotte,  
N. Y.

Improving harbor at Charlotte, New York: Continuing improvement, fifteen thousand dollars.

Dunkirk, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.

Flushing  
Bay, N. Y.

Improving harbor at Flushing Bay, New York: Continuing improvement, four thousand dollars.

Vol. 28, p. 948.  
*Post*, p. 734.

Improving harbor at Glen Cove, New York: Continuing improvement, ten thousand dollars.

Glen Cove,  
N. Y.

Improving Bay Ridge and Red Hook channels, New

New York  
Harbor.

York Harbor, New York: Continuing improvement of Bay Ridge Channel by dredging out and opening the

Bay Ridge  
channel.

same from a point at its junction with the Gowanus Creek Channel (near Twenty-eighth street), southerly therefrom along and in front of Gowanus Bay and Bay Ridge to a point where the said Bay Ridge Channel, so to be opened, encounters a twenty-six-foot contour or depth of water, so that the channel, so to be opened, shall be of a uniform depth of twenty-six feet and a width of eight hundred feet at low water, and continuing improvement of

Red Hook  
channel.

Red Hook Channel from its junction with the Bay Ridge Channel to its connection with the Buttermilk Channel, to obtain a depth of twenty-six feet at mean low water and a width of four hundred feet, one hundred and fifty thousand dollars: *Provided*, That the Secretary of War

*Proviso.*

Gowanus  
Creek channel.

may, in his discretion, expend twenty thousand dollars of said appropriation in improving Gowanus Creek Channel under the project to obtain twenty-one feet depth of water.

Great Sodus  
Bay, N. Y.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, fifteen thousand dollars.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, eight thousand dollars. Little Sodus Bay, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars. Ogdensburg, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, thirty-seven thousand dollars, of which ten thousand dollars shall be expended in repairing the breach recently made in the breakwater; and not exceeding ten thousand dollars of which may, in the discretion of the Secretary of War, be used for removing rock to widen and deepen the inner harbor near the mouth of the Oswego River. Oswego, N. Y. Vol. 28, p. 948. Post, p. 734.

Improving harbor at Rondout, New York: For maintenance, five thousand dollars. Rondout, N. Y.

Improving New York Harbor, New York: Continuing improvement, seventy-five thousand dollars. New York Harbor.

Improving harbor at Saugerties, New York: For completion, five thousand dollars. Saugerties, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars. Port Chester, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, fifty thousand dollars. Tonawanda, and Niagara River, N. Y.

Improving Niagara River from Tonawanda to Port Day with a view to obtaining a channel of twelve feet depth to Schlosser's Dock by cutting through the shoal at the head of Connor's Island as indicated in the report of the Chief of Engineers for eighteen hundred and ninety-three, page three thousand one hundred and thirteen, ten thousand dollars; and the unexpended balance of the appropriation heretofore made in the River and Harbor Act of July thirteenth, eighteen hundred and ninety-two, for the improvement of the Niagara River from Tonawanda to Port Day is hereby re-appropriated for this purpose. Niagara River. Vol. 29, p. 216. Post, p. 764.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, six thousand dollars. Balance re-appropriated. Vol. 27, p. 97. Ante, p. 624.

Improving Arthur Kill, between Staten Island and New Jersey shore, New York and New Jersey: For completion, four thousand five hundred dollars. Staten Island and New Jersey channel.

Improving harbor at Huntington, New York: Continuing improvement, two thousand dollars. Arthur Kill, N. Y.

Improving Buttermilk Channel, New York Harbor: Continuing improvement, fifty thousand dollars. Huntington, N. Y.

Improving harbor at Port Jefferson Inlet, New York: Seven thousand five hundred dollars to be expended in obtaining twelve feet in depth at mean low water in Port Jefferson Inlet and Harbor, in accordance with the plan submitted in annual report of the Chief of Engineers for eighteen hundred and eighty-nine. Buttermilk channel, N. Y.

Improving harbor at Pultneyville, New York: Continuing improvement, one thousand five hundred dollars. Port Jefferson, N. Y.

Pultneyville, N. Y.

Sacketts  
Harbor, N. Y.

Improving harbor at Sacketts Harbor, New York: For completion, five thousand dollars.

Raritan Bay,  
N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which, in the discretion of the Secretary of War, shall be used in dredging bar between South Amboy and Great Beds Light. This appropriation shall include a survey between South Amboy and Great Beds Light, with a view to deepening the channel to twenty-one feet at mean low water.

Keyport,  
N. J.

Improving Keyport Harbor, New Jersey: Completing improvement, five thousand dollars.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, ten thousand dollars.

Delaware  
Breakwater.

Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars.

Wilmington,  
Del.

Improving harbor at Wilmington, and Christiana River, Delaware: Continuing improvement, twenty-five thousand dollars, including a survey of the Christiana River and harbor, with a view of obtaining a depth of twenty-one feet.

Baltimore,  
Md.

Improving harbor at Baltimore, Maryland: For maintenance, fifty thousand dollars.

Norfolk, Va.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred thousand dollars.

Winyah Bay,  
S. C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, one hundred and ten thousand dollars.

Savannah,  
Ga., report on  
anchorage.

Harbor of Savannah, Georgia: The Secretary of War is hereby directed to report whether the works projected for the improvement of the harbor will, when completed, afford safe anchorage for vessels lying in Tybee Roads; if not, whether there is any necessity for so constructing them, giving, if so, such changes in plans and estimates as may be necessary.

Brunswick,  
Ga.

Improving harbor at Brunswick, Georgia: For maintenance, ten thousand dollars.

Outer bar,  
payment to C.  
P. Goodyear.

Vols. 27, pp.  
280, 529; 29,  
p. 208; 30, p.  
1125; 32, p.  
338.

*Ante*, pp. 652,  
666; *post*, pp.  
752, 850, 959.

Improving the outer bar of Brunswick, Georgia, thirty thousand dollars, the whole of which shall be paid to C. P. Goodyear<sup>a</sup> for depth of water heretofore obtained over said outer bar. And the Secretary of War is hereby authorized to pay to said C. P. Goodyear, his heirs or assigns, upon procurement by the said Goodyear, his heirs or assigns, of a practical channel over said outer bar at Brunswick at least one hundred feet in width and of a minimum depth of twenty-three feet at ordinary mean high tide on or before November first, eighteen hundred and ninety-

<sup>a</sup> The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act of March 3, 1899), \$45,000 (act of June 13, 1902); total, \$265,000.

five, the sum of thirty thousand dollars; upon the procurement as aforesaid, on or before the first day of January, eighteen hundred and ninety-seven, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-four feet, and of said width, forty thousand dollars, to be paid in manner aforesaid; upon the procurement as aforesaid, on or before January first, eighteen hundred and ninety-eight, of a depth of water in said channel of a minimum depth at ordinary mean high tide of twenty-five feet, and of said width, fifty thousand dollars, to be paid in manner aforesaid. And should the depth of twenty-five feet at ordinary mean high tide in said channel over said outer bar be procured as aforesaid and maintained for two years thereafter for the width above named, twenty-five thousand dollars in addition shall be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall procure said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom thereof, in his or their discretion, and not otherwise, and shall use the necessary auxiliary means for smoothing the bottom of the bar. The money necessary to carry out the provisions of this item is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided*, That no payments except the first, of thirty thousand dollars, shall be made except upon a certificate of a majority of a board of officers, two of whom shall be officers of the Engineer Corps, detailed for that purpose by the Secretary of War, and the third shall be the Chief of the Coast and Geodetic Survey, that the said C. P. Goodyear, his heirs and assigns, have complied with all the conditions as to any of the depths and widths named or as to the maintenance of a depth of twenty-five feet accomplished in accordance with the provisions of this item.

Use of dynamite.

*Proviso.*  
Certificate from officers.

Improving Cumberland Sound, Georgia: Continuing improvement, one hundred and seventy thousand dollars.

Cumberland Sound, Ga.

Improving harbor at Darien, Georgia: Continuing improvement, twenty-five thousand dollars.

Darien, Ga.

Improving harbor at Apalachicola Bay and River Florida: Continuing improvement, fifteen thousand dollars.

Apalachicola Bay, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, one hundred thousand dollars; and the Secretary of War may, if he deems it advisable, begin the improvement recommended by the Board of Engineers appointed in January, eighteen hundred and ninety-one, to consider and report upon the improvement of said harbor.

Pensacola, Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, eighty thousand dollars.

Key West, Fla.

Improving harbor at Saint Augustine, Florida: Continuing improvement, six thousand dollars.

St. Augustine, Fla.

- Charlotte, Fla. Improving Charlotte Harbor and Pease Creek, Florida: Continuing improvement, twenty thousand dollars.
- Mobile, Ala. Surveys. Harbor at Mobile, Alabama: The Secretary of War shall cause a survey to be made to ascertain the cost of widening the channel of said harbor now in course of improvement, to obtain a width of one hundred feet at the bottom, with a proper slope therefor, and also a survey to ascertain the best point for and the cost of a sufficient channel between Mobile Bay and the Mississippi Sound for the proper accommodation of commerce; and the expenses of said two surveys shall be paid out of any appropriation made for the improvement of the channel of Mobile Harbor.
- Payment. The Secretary of War is authorized, at his discretion, to use not exceeding ten thousand dollars of the amount appropriated for the improvement of Mobile Harbor in keeping the channel clear of timber, logs and other obstructions.
- Clearing channel. The Secretary of War is authorized, at his discretion, to use such amount as may be necessary, not to exceed fifty thousand dollars, of the amount appropriated for the improvement of Mobile Harbor by the sundry civil bill for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, in removing shoals and other obstructions in the Mobile and Tombigbee rivers, between the mouth of Chickasabogue Creek and Nannahubba Bluff, so as to secure a depth of sixteen feet at low water: *Provided*, That if a contract has been entered into for the improvement of said harbor, by the terms of which the amount to be so appropriated for said fiscal year should be paid to a contractor or contractors for work to be done by him or them, then no part of said appropriation shall be so diverted without the consent of such contractor or contractors.
- Removing obstructions from Mobile and Tombigbee rivers. *Provided*. Terms of contract to be complied with.
- Calcasieu River, La. Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, ninety thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used on the inner bars.
- Vicksburg, Miss. Improving harbor at Vicksburg, Mississippi, not including work at Delta Point, Louisiana: Continuing improvement under the direction of the Secretary of War, forty thousand dollars.
- Galveston Bay, Tex., ship channel. Improving and maintaining ship channel in Galveston Bay, Texas: Continuing improvement according to the existing project, fifty thousand dollars.
- West Galveston Bay, Tex. Improving channel in West Galveston Bay, Texas: Continuing improvement according to existing project, five thousand dollars.
- Sabine Pass. Vol. 28, p. 948. *Post*, p. 733. Improving harbor at Sabine Pass, Texas: Continuing improvement, two hundred and seventy-five thousand dollars.
- Ashtabula, Ohio. Improving harbor at Ashtabula, Ohio: Continuing improvement, seventy-five thousand dollars, including a survey to determine what improvement thereof should be

made with a view to making it a harbor of refuge and enlarging its capacity for the purposes of commerce.

Improving harbor at the mouth of Black River, Ohio: Continuing improvement, ten thousand dollars. Black River (Lorain), Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, fifty thousand dollars. Cleveland, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, twenty thousand dollars. Fairport, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, ten thousand dollars. Huron, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars. Port Clinton, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, thirty thousand dollars, five thousand dollars of which may be used in removing shoal at outer approach to harbor; and the Secretary of War is authorized and directed, in his discretion, to cause a survey, if necessary for the purpose, and an estimate to be made of the cost of further necessary improvement of said harbor, including the channel over said outer bar. Sandusky, Ohio.

Improving harbor at Toledo, straight channel through Maumee Bay, Ohio: Continuing improvement, seventy thousand dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal in the old channel and in extending the improvement up the Maumee River. Toledo, Ohio.

Improving Conneaut Harbor, Ohio: Continuing improvement according to the existing plan, forty thousand dollars. Conneaut, Ohio.

Improving harbor at Vermillion, Ohio: For maintenance and repairs, two thousand dollars. Vermillion, Ohio.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, twenty thousand dollars. Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Continuing improvement, ten thousand dollars.

Improving Calumet Harbor, Illinois: For maintenance of existing works, fifteen thousand dollars, including survey with a view to such additional improvement as may be required. Calumet, Ill.

Improving harbor at Chicago, Illinois: Completing improvement, eighty thousand dollars; and the Secretary of War may, in his discretion, use twenty-five thousand dollars of this sum in the improvement of Chicago River up to the forks of said river. Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, eight thousand dollars. Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement, and repairs, fifty thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty-five thousand dollars. Grand Haven, Mich.

- Grand Marais, Mich. Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty thousand dollars.
- Manistee, Mich. Improving harbor at Manistee, Michigan: Continuing improvements, and for repairs, twelve thousand dollars: *Provided*, That no part of this sum shall be used in aid of the inner navigation until the city authorities, or private owners, have taken proper steps to prevent erosion of the banks and the washing of silt into the bed of the river.
- Proviso.*
- Protecting banks, etc. Vol. 29, p. 211. *Post*, p. 756.
- Holland, Mich. Improving harbor at Holland (Black Lake), Michigan: Completing improvement, fifteen thousand dollars.
- Monroe, Mich. Improving harbor at Monroe, Michigan: Continuing improvement, and maintenance, five thousand dollars.
- Muskegon, Mich. Improving harbor at Muskegon, Michigan: Continuing improvement, thirty thousand dollars.
- Ontonagon, Mich. Improving harbor at Ontonagon, Michigan: Continuing improvement, and for repairs, seven thousand dollars.
- Pentwater, Mich. Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars.
- Sand beach (Harbor Beach), Mich. Improving harbor at Sand Beach, Michigan: Continuing improvement according to the existing project, twenty thousand dollars.
- Portage Lake, Mich. Improving harbor at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars.
- St. Joseph. Vol. 28, p. 970. *Post*, p. 730.
- South Haven, Mich. Improving harbor at Saint Joseph, Michigan: Continuing improvement, thirty thousand dollars.
- Improving harbor at South Haven, Michigan: Continuing improvement, twenty thousand dollars.
- White Lake, Mich. Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.
- Marquette, Mich. Improving harbor at Marquette, Michigan: Continuing improvement, thirty thousand dollars.
- Ludington, Mich. Improving harbor at Ludington, Michigan: Continuing improvement, six thousand dollars.
- Petoskey, Mich. Vol. 27, p. 94. *Ante*, p. 620.
- Improving harbor at Petoskey, Michigan: Ten thousand dollars, to be expended together with the unexpended appropriations for this harbor, according to the larger of the two projects submitted in the report of December twenty-first, eighteen hundred and eighty-nine, and printed in the annual report for eighteen hundred and ninety, pages twenty-six hundred and seventy-four and twenty-six hundred and seventy-five.
- Saugatuck, Mich. Improving harbor at Saugatuck, Michigan: Continuing improvement and for restraining works to prevent the drifting of sand into the harbor, twelve thousand dollars.
- Menominee, Mich. and Wis. Improving harbor at Menominee, Michigan and Wisconsin: Continuing improvement, ten thousand dollars.
- Cheboygan, Mich. Improving Cheboygan Harbor, Michigan: The Secretary of War is hereby directed to expend the unex-



pended balance on hand in dredging. He is also directed to make an estimate of the amount required to deepen the present channel to a depth of eighteen feet.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, fifteen thousand dollars.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement and maintenance, twenty thousand dollars.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, forty-five thousand dollars.

Improving harbor at Milwaukee, Wisconsin: For repairs of piers and dredging, seven thousand dollars, and including survey of the harbor at South Milwaukee with a view to the improvement thereof.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.

Improving harbor at Racine, Wisconsin: Continuing improvement, twenty thousand dollars.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, fifty thousand dollars, a portion of which may, in the discretion of the Secretary of War, be used in dredging in Superior Bay along the dock line between the Quebec channel and the main channel opposite the base of Connor's Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-five thousand dollars, of which the sum of four hundred and thirty-nine dollars and fifty-six cents may be paid by the Secretary of War to the C. Reiss Coal Company, of Sheboygan, Wisconsin, for dredging done by them in the harbor.

Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars.

Improving harbor of refuge at Sturgeon Bay Canal, Wisconsin: For maintenance of channel and piers, five thousand dollars.

Improving harbor at Oconto, Wisconsin: To maintain works, three thousand dollars: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey and submitting plans and estimates for the improvement and confinement of the current in the river to maintain a standard depth of water,

Dredging.  
Vol. 25, p.  
405.  
*Ante*, p. 491.

A h n a p e e,  
Wis.

Green Bay,  
Wis.

K e n o s h a,  
Wis.

K e w a u n e e,  
Wis.

M a n i t o w o c,  
Wis.

M i l w a u k e e,  
Wis.  
Harbor of  
refuge.  
Repairs, etc.

P o r t W a s h -  
i n g t o n , W i s .

R a c i n e , W i s .

S u p e r i o r a n d  
S t . L o u i s b a y s ,  
W i s .

*Proviso.*  
Survey.

S h e b o y g a n ,  
W i s .

Dredging.

A s h l a n d ,  
W i s .

T w o R i v e r s ,  
W i s .

S t u r g e o n  
B a y , W i s .

O c o n t o , W i s .  
*Proviso.*  
Survey, etc.

and to obtain a channel sixteen feet deep, and for extending the piers and for the construction of a harbor sixteen feet deep in Green Bay exterior to the river channel.

**Duluth, Minn.** Improving harbor at Duluth, Minnesota, including repairs to the canal, piers, the channel on the north shore of Saint Louis Bay and the Saint Louis River, seventy-five thousand dollars, of which an amount not to exceed twenty-five thousand dollars, in the discretion of the Secretary of War, may be expended in the channel of Saint Louis River above Grassy Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor. The Secretary of War is authorized to negotiate with the city of Duluth for the unconditional donation of the land needed for said canal, canal entrances, and piers, accompanied by vacation of the abutting streets. In the event the city refuses to make an unconditional donation, but accompanies the donation with the reservation of a right of way for a tunnel, the Secretary of War may accept such conditional donation of the land; provided the said tunnel follows such lines and grades as he may approve.

**Grand Marais, Minn.** Improving harbor at Grand Marais, Minnesota: Continuing improvement, three thousand dollars.

**Agate Bay, Minn.** Improving harbor at Agate Bay, Minnesota: Continuing improvement, thirty thousand dollars.

**Oakland, Cal.** Improving harbor at Oakland, California: Continuing improvement, one hundred thousand dollars, of which twelve thousand dollars, or so much thereof as may be necessary, shall be used in opening the western end of the tidal canal in said harbor to the depth of eight feet below low tide.

**San Diego, Cal.** Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

**San Luis Obispo, Cal.** Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.

**Coos Bay, Oreg.** Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, ninety-five thousand dollars; and for the construction or purchase of a dredger, and operating the same in removing obstructions from and deepening the harbor of Coos Bay in front of Marshfield, thirteen thousand dollars.

**Yaquina Bay, Oreg.** Improving harbor at Yaquina Bay, Oregon: Continuing improvement, fifty thousand dollars.

**Tillamook Bay, Oreg.** Improving Tillamook Bay, Oregon: Continuing improvement, sixteen thousand dollars.

**Grays Harbor, Chehalis River, Wash.** Improving Grays Harbor and Chehalis River, Washington: Continuing improvement, twenty-five thousand dollars.

**Olympia, Wash.** Improving Olympia Harbor, Washington: Continuing improvement, forty thousand dollars.

Improving Bagaduce River, Maine: Continuing improvement, five thousand dollars.

Rivers.  
B a g a d u c e  
River, Me.  
Lubec Chan-  
nel, Me.

Improving Lubec Channel, Maine: Continuing improvement according to plan submitted by Colonel J. A. Smith, December thirtieth, eighteen hundred and ninety, five thousand dollars; and the Secretary of War is hereby authorized, in his discretion, to expend on this improvement any unexpended balance of appropriations hitherto made for the improvement of the Saint Croix River.

Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars.

K e n n e b e c  
River, Me.

Improving Narragaugus River, Maine: Continuing improvement, five thousand dollars.

Narragaugus  
River, Me.

Harraseeket River, Maine: To complete improvement, five thousand dollars.

Harraseeket  
River, Me.

Improving Saco River, Maine, including breakwater: Continuing improvement, ten thousand dollars.

Saco River,  
Me.

Improving Bellamy River, New Hampshire: Continuing improvement, seven thousand five hundred dollars.

B e l l a m y  
River, N. H.

Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars.

C o c h e c o  
River, N. H.

Improving Otter Creek, Vermont: Continuing improvement, five thousand dollars.

Otter Creek,  
Vt.

Improving Powow River, Massachusetts: Continuing improvement, fifteen thousand dollars.

Powow River,  
Mass.

Improving Taunton River, Massachusetts: Continuing improvement, five thousand dollars.

T a u n t o n  
River, Mass.

Improving Weymouth River, Massachusetts: Continuing improvement, five thousand dollars, of which two thousand five hundred dollars shall be used in the improvement of Weymouth Back River.

Weymouth  
River, Mass.

Improving Essex River, Massachusetts: Continuing improvement, five thousand dollars.

Essex River,  
Mass.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, ten thousand dollars.

Mystic and  
Malden rivers,  
Mass.

Improving Pawtucket River, Rhode Island: Continuing improvement, twenty-five thousand dollars.

Pawtucket  
River, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement according to original plan for excavation of channel to a width of forty feet between the lower and upper wharves in the town of Westerly, and continuing the excavation of the channel to the full width of one hundred feet, six thousand dollars.

Pawcatuck  
River, R. I. and  
Conn.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, seventeen thousand five hundred dollars.

Providence  
River, Narra-  
gansett Bay,  
R. I.

Improving Green Jacket Shoal, Providence, Rhode Island: Continuing improvement, seven thousand five hundred dollars.

Green Jacket  
shoal, R. I.

- Connecticut River, Conn. Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars.
- Housatonic River, Conn. Improving Housatonic River, Connecticut: Continuing improvement, twenty-five thousand dollars.
- Thames River, Conn. Improving Thames River, Connecticut: Continuing improvement, twelve thousand five hundred dollars.
- Mystic River, Conn. Improving Mystic River, Connecticut: Continuing improvement, three thousand five hundred dollars.
- Saugatuck River, Conn. Improving Saugatuck River, Connecticut: For completion, three thousand dollars.
- Newtown Creek, N. Y. Improving Newtown Creek, New York: Continuing improvement, twenty thousand dollars.
- Harlem River, N. Y. Improving Harlem River, New York: Continuing improvement, one hundred and twenty-five thousand dollars.
- East River and Hell Gate, N. Y. Improving East River and Hell Gate, New York: Continuing improvement, seventy-five thousand dollars.
- Browns Creek, N. Y. Improving Browns Creek, Sayville, Long Island, New York: For maintenance, four thousand dollars.
- East Chester Creek, N. Y. Improving East Chester Creek, New York: Continuing improvement, twelve thousand dollars.
- Vol. 29, p. 535.  
Post, p. 807.  
Great Chazy River, N. Y. Improving Great Chazy River, New York: For completion, three thousand dollars.
- Patchogue River, N. Y. Improving Patchogue River, New York: Continuing improvement, four thousand dollars.
- St. Lawrence River, N. Y. Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, eight thousand dollars, to be expended for improving shoals between Sister Islands and Cross-Over Light, and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.
- Passaic River, N. J. Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.
- Raritan River, N. J. Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.
- Shrewsbury River, N. J. Improving Shrewsbury River, New Jersey: Continuing improvement, five thousand dollars.
- South River, N. J. Improving South River, New Jersey: Continuing improvement, five thousand dollars.
- Alloway Creek, N. J. Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.
- Elizabeth River, N. J. Improving Elizabeth River, New Jersey: Continuing improvement, three thousand dollars.
- Mattawan Creek, N. J. Improving Mattawan Creek, New Jersey: For dredging, three thousand dollars.
- Rancocas River, N. J. Improving Rancocas River, New Jersey: Continuing improvement, three thousand dollars.
- Shoal Harbor and Compton Creek, N. J. Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, three thousand dollars.
- Salem River, N. J. Improving Salem River, New Jersey: For completion, one thousand seven hundred dollars.
- Goshen Creek, N. J. Improving Goshen Creek, New Jersey: Continuing improvement, three thousand dollars.

Improving Allegheny River, Pennsylvania: Continuing improvement, twelve thousand five hundred dollars.

Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty thousand dollars.

Schuylkill River, Pa.

Improving Frankford Creek, Pennsylvania, by straightening the same between the crossings of Tulip and Roxborough streets, in the county of Philadelphia, two thousand dollars.

Frankford Creek, Pa.

Improving Delaware River, from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, one hundred and seventy thousand dollars, of which five thousand dollars shall be expended in the improvement of the channel over Perriwig Bar.

Delaware River, Pa. and N. J.

For continuing construction of dam at Herrs Island, Allegheny River, Pennsylvania, forty thousand dollars.

Herr Island dam, Pa.

Improving Monongahela River, West Virginia and Pennsylvania: Continuing improvement, twenty thousand dollars. The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the locks and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole, and separately; and also to take testimony as to the value of said improvements, and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls [<sup>a</sup>].

Monongahela River, W. Va. and Pa.

Purchase of dams, etc.  
Vols. 25, p. 411; 26, p. 438; 28, p. 973; 29, pp. 217, 218.  
*Ante*, pp. 497, 560; *post*, pp. 735, 766.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars.

Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.

Smyrna River, Del.

Improving Murderkill River, Delaware: Continuing improvement, six thousand five hundred dollars, of which one thousand five hundred dollars, in the discretion of the Secretary of War, may be used in removing the bar and obstructions at the mouth of Saint Jones River.

Murderkill River, Del.

Improving Mispillion River, Delaware: Continuing improvement, ten thousand dollars.

Mispillion River, Del.

Improving the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars.

Waterway, Chincoteague and Delaware bays.

Improving Broad Creek River, Delaware: Continuing improvement, five thousand dollars, of which so much as

Broad Creek River, Del.

<sup>a</sup> All of the property of the company on this river was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including \$5,301.36 expended toward the acquisition of Lock and Dam No. 7 under the act of Aug. 11, 1888), being \$3,769,073.88, of which \$3,761,615.46 was the award in condemnation.

may be necessary shall be used for removal of bar that extends from the railroad bridge at Seaford toward the mouth of Nanticoke River.

Choptank  
River, Md.

Improving Choptank River, Maryland: Continuing improvement, two thousand dollars.

Susquehanna  
River, Md. and  
Pa.

Improving Susquehanna River, Maryland and Pennsylvania: For maintenance, four thousand dollars, to be expended above Havre de Grace, including survey from a point one mile below the town of Havre de Grace to a point one mile above Port Deposit, to ascertain what is necessary to prevent the accumulation of ice and ice gorges in said river and the cost thereof.

Chester Riv-  
er, Md.

Improving Chester River, Maryland: Continuing improvement, one thousand five hundred dollars.

Manokin Riv-  
er, Md.

Improving Manokin River, Maryland: Continuing improvement, four thousand dollars.

Wicomico  
River, Md.

Improving Wicomico River [<sup>a</sup>], Maryland: Continuing improvement, three thousand dollars.

La Trappe  
River, Md.

Improving La Trappe River, Maryland: Completing improvement, four thousand seven hundred and fifty dollars.

Warwick  
River, Md.

Improving Warwick River, Maryland: Continuing improvement, two thousand dollars.

Patapsco  
River, Md.

Improving Patapsco River and channel to Baltimore: Continuing improvement from main ship channel to Curtis Bay, twelve thousand dollars.

Delaware  
and Chesapeake  
Canal.

That the President of the United States is hereby authorized to appoint a board, to consist of an officer of the Engineer Corps of the United States Army, not below the rank of lieutenant-colonel, an officer of the United States Navy, not below the rank of captain, and two civilians, who, together with the Chief of Engineers of the United States Army, shall examine and determine, from the surveys heretofore made under the direction of the War Department, the most feasible route for the construction of the Chesapeake and Delaware Canal. And in making such selection said board shall select a route which in its judgment shall give the greatest facility to commerce and will be best adapted for national defense. The said board shall report its conclusions to the Secretary of War, who shall transmit the same to Congress at its next session; and the sum of five thousand dollars is hereby appropriated to pay the expenses of the said board.

Board to se-  
lect route, etc.

Report.

Potomac Riv-  
er, D. C.

Improving Potomac River, Washington, District of Columbia: Continuing improvement, one hundred and fifty thousand dollars.

Appomattox  
River, Va.

Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars.

Nansemond  
River, Va.

Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars, including survey and preparing estimate for the improvement of Nandua Creek.

<sup>a</sup> On the eastern shore.

Improving James River, Virginia: Continuing improvement, one hundred thousand dollars. James River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, four thousand dollars, of which one thousand five hundred dollars shall be expended between Aylett's and Guinea's bridges. Mattaponi River, Va.

Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars. Nomini Creek, Va.

Improving Pamunkey River, Virginia: Continuing improvement, two thousand dollars. Pamunkey River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, ten thousand dollars. Rappahannock River, Va.

Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars. Urbanna Creek, Va.

Improving York River, Virginia: Continuing improvement, twenty thousand dollars. York River, Va.

Improving Aquia Creek, Virginia: Continuing improvement, three thousand dollars. Aquia Creek, Va.

Improving Occoquan Creek, Virginia: Continuing improvement, five thousand dollars. Occoquan Creek, Va.

Protecting Jamestown Island from the encroachments of James River, ten thousand dollars, or so much thereof as may be necessary. James River, Jamestown Island, Va.

Improving Lower Machodoc Creek, Virginia: Continuing improvement, three thousand dollars. Lower Machodoc Creek, Va.

Improving Elk River, West Virginia: Continuing improvement, two thousand dollars. Elk River, W. Va.

Improving Guyandotte River, West Virginia: For maintenance, two thousand dollars. Guyandotte River, W. Va.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Roanoke River, North Carolina: Continuing improvement, thirty thousand dollars. Roanoke River, N. C.

Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement, two thousand five hundred dollars. Waterway, Beaufort to New River, N. C.

Improving Trent River, North Carolina: Continuing improvement, four thousand dollars. Trent River, N. C.

Improving North East (Cape Fear) River, North Carolina: Continuing improvement, five thousand dollars. Northeast River, N. C.

Improving Pasquotank River, North Carolina: Completing improvement, one thousand dollars. Pasquotank River, N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fourteen thousand dollars. Cape Fear River, N. C., above Wilmington.

Improving Cape Fear River, North Carolina, from Wilmington to its mouth: Continuing improvement, two hundred thousand dollars. Below Wilmington.

Improving Pamlico and Tar Rivers, North Carolina, up to Rocky Mount: Continuing improvement, ten thousand dollars. Pamlico and Tar rivers, N. C.

Improving Contentnea Creek, North Carolina: Continuing improvement, ten thousand dollars. Contentnea Creek, N. C.

- Black River, Improving Black River, North Carolina: For maintenance, two thousand dollars.
- Lumber River, N. C. and S. C. Improving Lumber River, North and South Carolina: Continuing improvement, four thousand dollars.
- Neuse River, N. C. Improving Neuse River, North Carolina: Continuing improvement, seven thousand dollars.
- Waterway, Norfolk, Va., to Albemarle Sound, N. C. Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.
- Survey for ship canal, Va. and N. C. For the survey of the waterways through the sounds of North Carolina and for the survey of the Dismal Swamp Canal, Virginia and North Carolina, with a view of obtaining a depth of nine feet and the necessary width of a ship canal, and for the survey of the rivers and water connections connecting said canal with the sounds of North Carolina, five thousand dollars, or so much thereof as is necessary.
- Lockwood Folly River, N. C. Improving Lockwoods Folly River, North Carolina: Continuing improvement, ten thousand dollars.
- Great Pedee River, S. C. Improving Great Pedee River, South Carolina: Continuing improvement, six thousand dollars.
- Santee River, S. C. Improving Santee River, South Carolina: Continuing improvement, forty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, and in maintaining the Musquito Creek Channel.
- Waccamaw River, N. C. and S. C. Improving Waccamaw River, North and South Carolina, up to Lake Waccamaw: Continuing improvement, six thousand dollars.
- Wappoo Cut, S. C. Improving Wappoo Cut, South Carolina: Continuing improvement, seven thousand dollars.
- Wateree River, S. C. Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars.
- Congaree River, S. C. Improving Congaree River, South Carolina: Continuing improvement, four thousand dollars.
- Mingo Creek, S. C. Improving Mingo Creek, South Carolina: For completion, four thousand dollars.
- Little Pedee River, S. C. Improving Little Pedee River, South Carolina: Continuing improvement, four thousand dollars.
- Beaufort River, S. C. Improving Beaufort River, South Carolina: Continuing improvement, five thousand dollars.
- Altamaha River, Ga. Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.
- Chattahoochee River, Ga. and Ala. Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, thirty thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin, and ten thousand dollars in rebuilding snag boat.
- Flint River, Ga. Improving Flint River, Georgia: Continuing improvement, eight thousand dollars.
- Ocmulgee River, Ga. Improving Ocmulgee River, Georgia: Continuing improvement, ten thousand dollars, of which five thousand



dollars are to be expended between Macon and Hawkinsville and the like sum below Hawkinsville.

Improving Oconee River, Georgia: Continuing improvement, ten thousand dollars, of which three thousand dollars are to be expended between Milledgeville and the Central Railroad Bridge. Oconee River, Ga.

Improving Savannah River, between Savannah and Augusta: Continuing improvement, fifteen thousand dollars. Savannah River, Ga., lower.

Improving Savannah River, above Augusta, Georgia: Continuing improvement, six thousand dollars. Above Augusta.

Improving Jekyl Creek, Georgia: Continuing improvement, four thousand dollars. Jekyl Creek, Ga.

Improving Coosa River, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge, in Alabama: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ga. and Ala.

Improving Coosa River between Wetumka, Alabama, and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ala.

Inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, twenty thousand dollars. Waterway, Savannah to Fernandina.

Continuing improvement, Apalachicola River, Florida, including the cut-off, Lees Slough and Lower Chipola River: Five thousand dollars. Apalachicola River, Fla.

Improving Caloosahatchee River and Punta Rassa, Florida: For maintenance, two thousand dollars. Caloosahatchee River and Punta Rassa, Fla.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, six thousand dollars: *Provided*, That no part of said sum shall be expended above Hollis bridge until a draw, approved by the Secretary of War, is put in said bridge. Choctawhatchee River, Fla. and Ala.  
Proviso.  
Drawbridge.

Improving Indian River, Florida, dredging channel from the channel of the Indian River through the Negro Cut to the bar at the Indian River inlet, five thousand dollars, and, in addition thereto, the Secretary of War is hereby authorized to expend in making said improvement the fifteen thousand dollars appropriated for the improvement of Indian River by Act approved July thirteenth, eighteen hundred and ninety-two. Indian River, Fla.  
  
Vol. 27, p. 101.  
Ante, p. 630.  
Vol. 28, p. 853.  
Post, p. 730.

Improving Escambia and Conecuh rivers, Florida: Continuing improvements, six thousand dollars. Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, three thousand dollars. Manatee River, Fla.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars. Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, one thousand dollars. Volusia bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars. Ocklawaha River, Fla.

Improving Sarasota Bay, Florida: Continuing improvement, two thousand five hundred dollars. Sarasota Bay, Fla.

- Withlacoochee River, Fla.** Improving Withlacoochee River, Florida: For maintenance, including a survey of the mouth of said river, eight hundred dollars.
- Alabama River, Ala.** Improving Alabama River, Alabama: Continuing improvement, fifty thousand dollars.
- Black Warrior River, Ala.** Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, thirty-seven thousand five hundred dollars; and the Secretary of War shall cause a survey of said river to be made for its further improvement to the Mulberry and Locust Fork, in harmony as to width and depth of channel with the work now being done between Tuscaloosa and Daniels Creek, and the expense of said survey shall be paid out of this appropriation.
- Warrior and Tombigbee rivers, Ala.** Improving Warrior and Tombigbee rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, one hundred and fifteen thousand dollars, of which seventy-five thousand dollars are to be expended on the Tombigbee River and forty thousand dollars on the Warrior River; and so much of said sums as may be necessary is authorized to be expended in acquiring, by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.
- Tombigbee River, Ala. and Miss.** Improving Tombigbee River from Fulton to Columbus: Continuing improvement, four thousand dollars.
- Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, fifty thousand dollars.
- Improving Tombigbee River from Walkers Bridge to Fulton: Continuing improvement, one thousand dollars.
- Big Sunflower River, Miss.** Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.
- Noxubee River, Miss.** Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.
- Pascagoula River, Miss.** Improving Pascagoula River, Mississippi: Continuing improvement, thirteen thousand dollars, and so much of said sum as may be necessary may be used for removal of the bar in Horn Island Pass.
- Pearl River, Miss.** Improving Pearl River, Mississippi, between Edinburg and Carthage: For maintenance, five hundred dollars.
- Improving Pearl River, between Carthage and Jackson, Mississippi: For completion, two thousand four hundred dollars.
- Improving Pearl River, Mississippi, below Jackson: Continuing improvement, five thousand dollars, which, in the discretion of the Secretary of War, may be expended north of Columbia.
- Tallahatchie River, Miss.** Improving Tallahatchie River, Mississippi: Continuing improvement, four thousand dollars.
- Tchula Lake, Miss.** Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary shall be expended in removing the bar at Yazoo City and the bars at the upper and lower ends of Tchula Lake, beginning with the bar at Yazoo City.

Yazoo River,  
Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge, near Shubuta: Continuing improvement, five thousand dollars.

Chickasahay  
River, Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, two thousand five hundred dollars.

Leaf River,  
Miss.

Improving mouth of the Yazoo River, Mississippi: Continuing improvement, two hundred and twenty-five thousand dollars, to be expended in accordance with plan of Captain J. H. Willard, Corps of Engineers, as set out in House Executive Document, numbered one hundred and twenty-five, of the first session, Fifty-second Congress.

Yazoo River,  
Miss., at mouth.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars.

Amite River,  
and Bayou  
Manchac, La.  
Boeuf River,  
La.

Improving Boeuf River, Louisiana: Continuing improvement, eight thousand dollars.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Bar-  
tholomew, La.  
and Ark.

Improving bayous D'Arbonne and Corney, Louisiana: Continuing improvement, three thousand dollars, of which one thousand dollars shall be expended in removing obstructions from the Little D'Arbonne.

Bayous D'Ar-  
bonne and Cor-  
ney, La.

Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Tensas Riv-  
er and Bayou  
Macon, La. and  
Ark.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement according to the plan of Captain J. H. Willard, Corps of Engineers, United States Army, and for completion of survey, one hundred and fifty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in the further prosecution of the work at Alexandria, and five thousand dollars for improving the Sulphur River, a tributary of the Red River.

Red River,  
La. and Ark.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars.

Tickfaw Riv-  
er, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred and ten thousand dollars, of which sum not exceeding ten thousand dollars may be used, in the discretion of the Secretary of War, in removing obstructions from Grand River and Pigeon bayous, forming part of the Bayou Plaquemine route.

Bayou Pla-  
quemine, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement and removing obstructions, forty thousand dollars, and a dredge boat for use in said bayou is hereby

Bayou La-  
fourche, La.

authorized to be constructed, the expense of same to be paid out of this appropriation.

- Chefunct River and Bogue Falia, La.** Improving Chefunct River and Bogue Falia, Louisiana: For maintenance, one thousand dollars.
- Bogue Chitto, La.** Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.
- Mermentau River, etc., La.** Improving Mermentau River and tributaries, Louisiana: Continuing improvement, five thousand dollars.
- Bayou Vermillion, La.** Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, five thousand dollars.
- Bayou Courtableau, La.** Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.
- Bayou Teche, La.** Improving Bayou Teche, Louisiana: Continuing improvement, six thousand dollars.
- Buffalo Bayou, Tex.** Improving Buffalo Bayou, Texas: Continuing improvement, fifteen thousand dollars.
- Trinity River, Tex.** Improving Trinity River, Texas: Continuing improvement, including survey from Magnolia to the city of Dallas, five thousand dollars.
- Cypress Bayou, Tex.** Improving Cypress Bayou, Texas: For dredging and removing obstructions and straightening channel between Jefferson, Texas, and Shreveport, Louisiana, ten thousand dollars.
- Sabine River, Tex.** Improving Sabine River, Texas: For completion, five thousand dollars.
- Arkansas River, Ark. and Ind. T.** Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, two hundred and fifty thousand dollars, two-fifths of which amount shall be expended from the mouth of the river to Little Rock, and a portion of which, may in the discretion of the Secretary of War, be used to prevent the further caving of the bank near Red Fork, two-fifths from Little Rock to Fort Smith, and one-fifth above Fort Smith: *Provided*, That, in the discretion of the Secretary of War, ten thousand dollars of the amount hereby appropriated for said river may be used in removing obstructions and operating snag boats.
- St. Francis River, Ark.** Improving Saint Francis River, Arkansas: Continuing improvement, eighty-three thousand dollars, seventy-five thousand dollars of which to be expended by the Mississippi River Commission for the prevention of a formation of a cut through to the Saint Francis River by the action of the overflow water from the Mississippi River [<sup>a</sup>], as recommended in the report of Colonel Charles R. Suter, dated May twenty-ninth [twenty-sixth], eighteen hundred and ninety-four.
- Prevention of cut, Mississippi River Commission.** Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars.
- Arkansas River, Snag boats, etc.** Improving Black River, Arkansas and Missouri: Continuing improvement, nine thousand five hundred dollars.
- Black River, Ark. and Mo.** Improving White River, Arkansas: Continuing improvement, fifty-two thousand dollars, of which two thou-
- White River, Ark.**

<sup>a</sup> At Walnut bend, Ark.

sand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in Cache River, and eight thousand dollars in the rectification of the channel of the White River at Batesville.

Improving Ouachita and Black rivers, Arkansas and Louisiana: Continuing improvement, fifty thousand dollars; and the Secretary of War is directed to submit, with his next report on the Ouachita River, plans and estimates for the improvement of said Ouachita River by locks and dams, to give slackwater navigation as far above its mouth as in his judgment such improvement is practicable, the cost of the same to be paid out of this appropriation.

Ouachita and  
Black rivers,  
Ark. and La.

Improving Red River above Fulton, Arkansas: Continuing improvement, three thousand five hundred dollars.

Red River,  
Ark.

Improving Current River, Arkansas and Missouri: Continuing improvement in accordance with the project submitted by H. S. Tabor [Taber], captain of engineers, on December eleventh, eighteen hundred and ninety, eight thousand dollars, of which four thousand three hundred and fifty dollars may be used in building a snag boat and rock barge.

Current Riv-  
er, Ark. and  
Mo.

Improving Clinch River, Tennessee: Continuing improvement, two thousand five hundred dollars.

Clinch River,  
Tenn.

Improving Cumberland River, Kentucky and Tennessee: Continuing improvement above Nashville, two hundred thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, above the town of Burnside.

Cumberland  
River.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, thirty thousand dollars.

Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, seven thousand dollars.

French Broad  
and Little Pig-  
eon rivers,  
Tenn.

Improving Tennessee River below Chattanooga, Tennessee: Continuing improvement, four hundred thousand dollars, of which twenty-five thousand dollars may, in the discretion of the Secretary of War, be used in continuing the work at Livingston Point, Kentucky, and ten thousand dollars in improving the river between Hobbs Island and Gunter'sville, and one hundred thousand dollars below Riverton, of which last sum ninety thousand dollars, or so much thereof as may be necessary, shall be used in the removal of snags and other obstructions to navigation between Riverton and the mouth of said Tennessee River, and the remainder of said sum of one hundred thousand dollars, or so much thereof as may be necessary, shall be used in making a survey of said Tennessee River below Riverton and submitting plans for its improvement.

Tennessee  
River.  
Below Chatta-  
nooga, Tenn.  
Distribution.

Improving Tennessee River above Chattanooga, Tennessee, fifty thousand dollars, to be expended in accordance with the project submitted by Lieutenant-Colonel Henry M. Robert, on February twenty-third, eighteen

Above Chatta-  
nooga, Tenn.

hundred and ninety-three, and printed in House Executive Document numbered two hundred and fifty-two, second session of Fifty-second Congress.

Obion River,  
Tenn.

Improving Obion River, Tennessee, from its mouth to the town of Obion on the Newport News and Mississippi Valley Railroad, in Obion County: Continuing improvement, seven thousand five hundred dollars.

Kentucky  
River, Ky.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and thirty-five thousand dollars, of which ten thousand dollars shall be used in improving Rough River, Kentucky.

Falls of the  
Ohio River, Ky.

Improving the Falls of the Ohio River, Kentucky: Continuing improvement, sixty thousand dollars.

Indiana  
Chute, Ky.

Improving Indiana Chute, Falls of the Ohio River, Kentucky: Continuing improvement, twenty thousand dollars.

Rough River,  
Ky.

Improving Rough River, Kentucky: Continuing improvement, twelve thousand five hundred dollars.

Big Sandy  
River, Ky.

Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Levisa Fork.  
Tug Fork.

Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Green River,  
Ky.

Improving Green River, Kentucky, above the mouth of Big Barren River: For lock number five, according to report and recommendation of Major D. W. Lockwood, Corps of Engineers, United States Army, submitted August eleventh, eighteen hundred and ninety-one, twenty-five thousand dollars.

Lock No. 2.

Improving Green River, Kentucky: For rebuilding lock number two in accordance with the existing plans, one hundred and five thousand dollars.

Big Sandy  
River, Ky.

Improving Big Sandy River, near Louisa, Kentucky: For continuing construction of movable dam in accordance with the existing plans, forty thousand dollars.

Muskingum  
River, Ohio.

Ice harbor,  
etc.

Ice harbor at the mouth of the Muskingum River, Ohio: For the completion of the ice harbor at the mouth of the Muskingum River in Ohio, and for the completion of the lock machinery at Taylorsville, Ohio, the sum of thirteen thousand dollars remaining to the credit of the Taylorsville lock appropriation is hereby appropriated, and the Secretary of War is authorized and directed to require the necessary changes to be made in the county bridge at Taylorsville and in the bridge of the Baltimore and Ohio Southwestern Railway Company at Marietta, Ohio, necessary to make said bridges conform to and accommodate the commerce of said river and to the improvements made therein by the United States, and to use for that purpose so much of the funds for the care and maintenance of public works as may be necessary to complete and perfect such changes, requiring that the county commissioners of Muskingum County and the managers of the railway line aforesaid shall construct the superstructure of the draws in said bridges, under the

supervision and to the satisfaction of the Secretary of War, and maintain the same in good order to protect the navigation of said river; and a survey shall be made of said river from Zanesville to Dresden with a view to its improvement.

That the Secretary of War is hereby authorized and directed to appoint a board of three engineers of the Army, whose duty it shall be to survey the Miami and Erie Canal, the Ohio Canal and such branches thereof and such river and stream channels as may in their judgment form available portions of a continuous canal connecting the waters of Lake Erie with the Ohio River through the State of Ohio, and to report as to the feasibility and advisability of improving and widening such canal to seventy feet at the water line, and deepening the same to seven feet, and by construction of new locks not less than one hundred and fifty feet in length, and twenty-one feet in width, with a capacity for vessels of at least two hundred and eighty tons burden, and to report to the next session of Congress with detailed plans and an estimate of the cost of such improvement; and twenty thousand dollars, or so much thereof as may be necessary for the cost of said survey, is hereby appropriated: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement.

Improving Ohio River, Ohio: Continuing improvement, two hundred and fifty thousand dollars, of which twelve thousand dollars shall be used in continuing the work at Shawneetown; twenty-five thousand dollars, or so much thereof as may be necessary, in preventing the cut-off threatened at the peninsula near Evansville, Indiana; eighteen thousand seven hundred and fifty dollars, or so much thereof as may be necessary, in constructing an additional ice pier at Middleport, Ohio, pursuant to the plans of the Chief of Engineers, and in enlarging and improving the ice pier at Pomeroy, Ohio, and in constructing an ice pier at or near Syracuse, Ohio, or at or near Hartford, West Virginia, upon the plans heretofore adopted for such piers in the Ohio River. The precise points for the construction of said piers at said localities shall be fixed by the Secretary of War so as to best accommodate the commerce of those sections of said river.

Improving Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania: Continuing improvement, seventy-five thousand dollars.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars, of which sixteen thousand dollars, or such less sum as may be necessary, shall be expended on the river above Bay City.

Improving Saint Clair Flats Ship Canal, Michigan: All work pertaining to this canal is hereby declared to be embraced within the project adopted by the Act approved

Canal connecting Lake Erie and Ohio River.

Board to examine and report on.

Vol. 28, p. 967.

*Post*, p. 729.

*Proviso*.  
Construction not binding.

Ohio River.

Shawneetown.

Evansville, Ind.

Middleport, Ohio.

Ice piers.  
Vol. 32, p. 359.

*Post*, p. 988.

Ohio River.  
Movable dam.

Vol. 28, p. 946.

*Post*, p. 731.

Saginaw River, Mich.

St. Clair Flats Canal, Mich.

Character of work.

- Vol. 27, p. 108. *Ante*, p. 639. July thirteenth, eighteen hundred and ninety-two, and the Secretary of War is directed to perform the same in accordance therewith.
- Black River, Mich. Improving Black River, at Port Huron, Michigan: Continuing improvement up to Washington avenue, four thousand dollars.
- Improving mouth of Black River, Michigan: Continuing improvement, four thousand dollars.
- Clinton River, Mich. Improving Clinton River, Michigan: Continuing improvement, five thousand dollars.
- Rouge River, Mich. Improving Rouge River, Michigan: Continuing improvement, five thousand dollars.
- Detroit River, Mich. Improving Detroit River, Michigan, by removal of shoals from the city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars.
- Alpena Harbor, Mich. Improving Alpena Harbor, Michigan: Continuing improvement, four thousand dollars.
- Waterway, Keweenaw Bay to Lake Superior. Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, in accordance with the existing project, one hundred and thirty thousand dollars.
- St. Joseph River, Mich. Improving Saint Joseph River, Michigan: Continuing improvement, five hundred dollars.
- Chippewa River, Wis. Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, including a survey of the river for two miles south of the Dells Dam, ten thousand dollars.
- Fox River, Wis. Improving Fox River, Wisconsin: Continuing improvement, thirty-seven thousand five hundred dollars, of which twenty-five hundred dollars, or so much thereof as may be necessary, may be used for work in the harbor of Fond du Lac, Wisconsin, and approaches thereto; of which said sum, two thousand five hundred dollars, or so much thereof as shall be necessary, shall be used in the removal of the bar that exists at the intersection of Fox River with Big Lake Buttesdesmorts, and five thousand dollars, or so much thereof as may be necessary, may be used in erecting, operating, and maintaining on the Menasha dam slash boards to be so adjusted as to raise said dam one foot in height: *Provided, however*, That said dam shall not be raised if, in the judgment of the engineers or the Secretary of War, there is any possibility of any damage whatsoever being inflicted upon any private property by flowage of water or otherwise.
- Proviso.*  
Raising dam.
- St. Croix River, Wis. and Minn. Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, four thousand dollars.
- Menominee River, Mich. and Wis. Improving Menominee River, Michigan and Wisconsin: Continuing improvement, six thousand dollars.
- Sturgeon Bay and Lake Michigan Canal. Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, twenty thousand dollars.
- Red River of the North, Minn. Improving Red River of the North, Minnesota: Continuing improvement, fifteen thousand dollars.



Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars. W a b a s h River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.

Improving White River, Indiana: Continuing improvement, including a resurvey of said river, five thousand dollars. White River, Ind.

Improving Calumet River, Indiana and Illinois: Continuing improvement, forty-five thousand dollars, of which thirty-five thousand dollars is to be used below the forks of the river and ten thousand dollars above the forks to one-half mile east of Hammond. Calumet River, Ind. and Ill.

Improving Illinois River, Illinois: Continuing improvement, thirty-five thousand dollars. Illinois River, Ill.

For construction of the Illinois and Mississippi Canal: Continuing construction, one hundred and ninety thousand dollars. Illinois and Mississippi Canal.

So much of the Iowa River within the State of Iowa as lies between the town of Toolsboro and the town of Wapello, in the county of Louisa, shall not be deemed a navigable river or public highway, but dams and bridges may be constructed across it. Iowa River, part declared not navigable.

For examination and survey for the location of a canal connecting Lake Superior and the Mississippi River, ten thousand dollars; and the engineers making said examination and survey shall report the most feasible route for such canal, either by way of the Saint Croix, Rum, or Upper Mississippi rivers: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement. Lake Superior and Mississippi River. Survey of canal to connect. Vol. 30, p. 1158. *Post*, p. 897. *Proviso*. Construction not binding.

For care and maintenance of reservoirs at the headwaters of the Mississippi River, fifty-one thousand dollars, and so much thereof as shall be required shall be expended in completing connections with the reservoir dams; in completing Sandy Lake dam; and any balance may be used for the construction of a reservoir and dam at Gull Lake, Minnesota: *Provided*, That the United States shall not be subject to any cost or expense for lands, mills, or other property necessarily taken or injured for the last-named reservoir and dam. The provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four, are hereby made applicable to said reservoirs so far as concerns their care, preservation, and maintenance. Mississippi River. Reservoirs at headwaters.

*Proviso*. No cost for lands, etc.

Maintenance. Vol. 23, p. 147. *Ante*, p. 415.

For dredging the channel at Quincy Bay, at Quincy, Illinois, the Secretary of War is hereby authorized to set apart, out of any appropriations heretofore made, or which may be made, by this Congress for continuing the improvement of the Mississippi River, from the mouth of the Missouri River to Minne-

Quincy, Ill.

apolis, the sum of fifteen thousand dollars, if, in his discretion, said sum shall be necessary for that purpose. And out of said appropriation he shall cause a survey to be made on the west side of the Mississippi River, commencing at the mouth of Flint Creek, in Des Moines County, State of Iowa, and running along the west bank of the river to the mouth of the Iowa River, and along the east bank of the Mississippi River from the city of Warsaw to the city of Quincy, with a view to improving the navigation by preventing the water from overflowing the natural and artificial banks along those parts of the river and deepening the channel.

Survey to prevent overflows.

From St. Paul to Minneapolis, Minn.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul to the Washington Avenue bridge at Minneapolis, fifty-one thousand dollars, which together with the unexpended balance standing to the credit of this improvement shall be expended under the project or plan to extend navigation from Saint Paul to the flour mills at Minneapolis, estimated for by Major A. McKenzie as appears by his report made to General Thomas L. Casey, Chief of Engineers, United States Army, under date of March first, eighteen hundred and ninety-four, by the construction of lock and dam numbered two in the same project.

Work under Mississippi River Commission.

For work in accordance with the plans and specifications of the Mississippi River Commission:

Greenville, Miss.

At the harbor of Greenville, Mississippi: Continuing improvement, eighty thousand dollars.

New Madrid, Mo.

At the harbor of New Madrid, Missouri: Continuing improvement, twenty thousand dollars.

New Orleans, La.

At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars.

Natchez and Vidalia, Miss. and La.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana: Continuing improvement, eighty thousand dollars.

Memphis, Tenn.

At the harbor of Memphis, Tennessee: Continuing improvement, fifty thousand dollars, of which ten thousand dollars may be used in dredging at the mouth of Wolf River, in the discretion of the Secretary of War.

Hickman, Ky., unexpended balance.

The Mississippi River Commission shall cause to be expended on the harbor at Hickman, Kentucky, the unexpended balance, of any appropriation heretofore made for improving the harbor at that point.

Atchafalaya and Red rivers, La.

At the head of the Atchafalaya and the mouth of Red River, Louisiana, for the rectification thereof: Continuing improvement, seventy thousand dollars, of which two thousand five hundred dollars may be used in improving Bayou Des Glaisses, in the parish of Avoyelles, and the said Commission is directed to report to Congress in their next regular report their views on the advisability of effecting a separation between the Mississippi and Red rivers at the present junction thereof and main-

taining navigation between the same through Bayou Plaquemine or by means of a canal.

Improving Saint Francois River, in Missouri, five thousand dollars. St. Francis River, Mo.

Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars; and improving Osage River, Missouri: Continuing improvement, forty-six thousand dollars, to be expended by the Missouri River Commission. Gasconade River, Mo.  
Osage River, Mo.

Missouri River, from its mouth to the lower limits of Sioux City, Iowa: The Missouri River Commission is authorized and directed to expend from the appropriations for the improvement of said river seventy-five thousand dollars in the rectification of the river at Omaha, Nebraska; thirty-five thousand dollars at Atchison, Kansas; and fifty thousand dollars at Saint Joseph and other localities on the river in the State of Missouri where the Commission may deem such improvement necessary. Missouri River Commission.  
Distribution.

Improving Upper Missouri River between Stubbs' Ferry, in Montana, and the lower limits of Sioux City, Iowa: One hundred and ten thousand dollars, of which ten thousand dollars may be expended in the protection and completion of the works at Sioux City; forty thousand dollars are to be expended in the rectification of the river at Pierre and Fort Pierre; forty thousand dollars, in the discretion of the Secretary of War, may be used for the protection of Bismarck Harbor and the rectification of the river by works to prevent the river from eroding the banks and cutting a new channel at or near that point; twenty thousand dollars shall be expended between the Great Falls of said river, in Montana, and Stubbs' Ferry, in Montana. Upper Missouri River, between Stubbs Ferry, Mont., and Sioux City, Iowa.  
Distribution.

Improving Sacramento and Feather Rivers, California: Continuing improvements, including treatment of the Yuba River, near and above Marysville, and of the Bear River, one hundred and fifteen thousand dollars; of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work between Tehama and Redding, on the Sacramento River; and, in the discretion of the Secretary of War, ten thousand dollars, or so much thereof as may be necessary shall be expended in making a cut-off to avoid Shanghai bend on Feather River: *Provided*, That no money shall be expended in making said cut-off until the right of way therefor shall have been conveyed to the United States free of expense. Sacramento and Feather rivers, Cal.  
  
Proviso.  
Right of way.

Improving San Joaquin River, California, including making cut-off at Twenty-one Mile Slough; and if, in the discretion of the Secretary of War, it is deemed beneficial to navigation by preventing deposit of sediment in Stockton Channel, or otherwise, the making of a double cut-off beginning at Mormon Slough, immediately above San Joaquin River, Cal.  
  
Cut-off, etc.

its junction with Stockton Channel, thence across the same, entering the San Joaquin River immediately below junction therewith of Stockton Channel: Continuing improvement, fifty thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work in aid of navigation on the San Joaquin River, above the city of Stockton and in the Tuolumne River and other tributaries of the former: *Provided*, That no money shall be expended in making said double cut-off until the right of way therefor shall have been conveyed to the United States free of charge.

*Proviso.*

Right of way.

Petaluma  
Creek, Cal.

Improving Petaluma Creek, California: Continuing improvement, fifteen thousand dollars.

Mokelumne  
River, Cal.

Improving Mokelumne River, California: Continuing improvement, two thousand five hundred dollars, including snagging as far as county bridge at Thornton's, on said river: *Provided*, That no part of said sum shall be used until the drainage canal cut by private parties near New Hope landing shall have been closed.

*Proviso.*

Drainage  
canal.

Napa River,  
Cal.

Improving Napa River, California: Continuing improvement, four thousand dollars.

Columbia River,  
upper.

Improving Upper Columbia River, including Snake River as far up as Asotin, Oregon and Washington: Continuing improvement, five thousand dollars.

Rock Island  
and Foster  
Creek rapids.  
Snag boat,  
etc.

Improving Columbia River from Rock Island Rapids to Foster Creek Rapids: The Secretary of War may, in his discretion, expend the unexpended balance, eight thousand two hundred and ten dollars and ninety-two cents, of the appropriation heretofore made for the improvement of the Columbia River between the head of Rock Island Rapids and the foot of Priest Rapids, Washington, for the building of a snag boat for use on the Columbia River between Rock Island Rapids and Foster Creek Rapids, and for such other work as may be necessary for the improvement of navigation of said river within the above-named limits.

Mouth.

Vol. 29, p.  
234.  
*Post*, p. 789.

Improving mouth of Columbia River, Oregon, and Washington: Completing improvement, three hundred and thirty-eight thousand one hundred and eighty dollars.

Boat railway  
at The Dalles  
Rapids.

Improving Columbia River, Oregon and Washington, at Three-Mile Rapids, and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, said boat railway to be provided at each terminus with hydraulic lifts, and other necessary appliances, for the purpose of raising and lowering the boats on suitable cars to and from its tracks, the whole to be located, constructed, and equipped for the passage of eight boats of six hundred tons each in each direction in twelve hours, on the south side of the Columbia River, substantially in accordance with the location and plans submitted by the board of engineers, ap-

pointed by the President in pursuance of the provision of the Act of Congress approved July thirteenth, eighteen hundred and ninety-two, and entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," with their report, which is contained in Senate Executive Document Numbered Seven, Fifty-third Congress, first session, one hundred thousand dollars: *Provided*, That the Secretary of War is hereby authorized and directed to proceed to acquire without unnecessary delay by purchase or condemnation, in the manner and according to the conditions now prescribed by law, the necessary right of way for said boat railway and the right to the use of lands required for terminal and other facilities for said boat railway, and to expend so much of the amount hereby appropriated as may be necessary for that purpose.

Vol. 27, p.  
109.  
*Ante*, p. 640.

*Proviso.*  
Right of way,  
etc., to be se-  
cured.

Improving Lower Willamette River in front of and below Portland, Oregon, and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, fifty thousand dollars.

Lower Will-  
amette and  
Columbia Riv-  
ers, Oreg., and  
Wash.

Improving Willamette River above Portland, Oregon: Continuing improvement, twenty-three thousand dollars, of which eight thousand dollars, or so much thereof as may be necessary, shall be used at Corvallis, and two thousand dollars may, in the discretion of the Secretary of War, be used in the removal of obstructions in Yam Hill River up to McMinnville.

Willamette  
River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

Coquille Riv-  
er, Oreg.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, five thousand dollars.

Upper Co-  
quille River,  
Oreg.

Improving the mouth of Siuslaw River: Continuing improvement, twenty-five thousand dollars.

Siuslaw Riv-  
er, Oreg.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars.

Gauging Co-  
lumbia River.

Improving Upper Snake River, Idaho, between Seven Devils mining district and Huntington bridge, twenty-five thousand dollars.

Upper Snake  
River, Idaho.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Cowlitz Riv-  
er, Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement, fourteen thousand dollars, which, together with the unexpended balance, may, in the discretion of the Secretary of War, or so much thereof as shall be necessary, be used for repairs to snag boat.

Puget Sound,  
etc., Wash.

Improving Swinomish Slough, Washington: Continuing improvement in accordance with existing plan, twenty-five thousand dollars.

Swinomish  
Slough, Wash.

Improving Willapa River and Harbor, Washington: For completion, thirteen thousand three hundred and

Willapa Riv-  
er, Wash.

*Proviso.*  
Removing ob-  
structions.

fifty dollars: *Provided*, That in the discretion of the Secretary of War two thousand five hundred dollars of the amount hereby appropriated for said river and harbor may be used in removing obstructions in North River.

Waterway,  
Puget Sound  
to lakes Union  
and Washing-  
ton.

Vol. 28, p.  
948.

*Post*, p. 733.

*Proviso.*  
Right of way  
to be secured  
free.

For dredging Salmon Bay, and the improvement of the waterway connecting the waters of Puget Sound, at Salmon Bay, with lakes Union and Washington by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith, twenty-five thousand dollars: *Provided*, That no part of said amount shall be expended on the improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington until the entire right of way and a release from all liability to adjacent property owners have been secured to the United States free of cost and to the satisfaction of the Secretary of War.

Everett.  
Wash.

Vol. 28, p.  
968.

*Post*, p. 729.

For dredging Everett Harbor, including mouth of Snohomish River, and Snohomish River from mouth to Lowell, in the State of Washington, the sum of ten thousand dollars.

New York  
Harbor.

Fishing, etc.,  
in ship chan-  
nels forbidden.

SEC. 2. It shall be unlawful for any person or persons to engage in fishing or dredging for shell fish in any of the channels leading to and from the harbor of New York, or to interfere in any way with the safe navigation of those channels by ocean steamships and ships of deep draft.

Penalty for  
violations.

Any person or persons violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine or imprisonment, or both, such fine to be not more than two hundred and fifty dollars nor less than fifty dollars, and the imprisonment to be not more than six months nor less than thirty days, either or both united, as the judge before whom conviction is obtained shall decide.

Arrests.

It shall be the duty of the United States Supervisor of the harbor to enforce this Act, and the deputy inspectors of the said supervisor shall have authority to arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this Act: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspector or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

*Provisos.*  
Process.

Proceedings.

New York  
Harbor; law  
prohibiting in-  
jurious depos-  
its amended.

SEC. 3. That section three of the "Act to prevent ob-structive and injurious deposits within the harbor and adjacent waters of New York City, by dumping or other-

wise, and to punish and prevent such offenses," approved June twenty-ninth, eighteen hundred and eighty-eight, shall be, and hereby is, amended so as to read as follows [a]:

"SEC. 3. That in all cases of receiving on board of any scows or boats such forbidden matter or substance as herein described, the owner or master, or person acting in such capacity on board of such scows or boats, before proceeding to take or tow the same to the place of deposit, shall apply for and obtain from the supervisor of the harbor appointed hereunder a permit defining the precise limits within which the discharge of such scows or boats may be made; and it shall not be lawful for the owner or master, or person acting in such capacity, of any tug or towboat to tow or move any scow or boat so loaded with such forbidden matter until such permit shall have been obtained; and every person violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than one thousand nor less than five hundred dollars, and in addition thereto the master of any tug or towboat so offending shall have his license revoked, or suspended for a term to be fixed by the judge before whom tried and convicted.

"And any deviation from such dumping or discharging place specified in such permit shall be a misdemeanor, and the owner and master, or person acting in the capacity of master, of any scows or boats dumping or discharging such forbidden matter in any place other than that specified in such permit shall be liable to punishment therefor as provided in section one of the said Act of June twenty-ninth, eighteen hundred and eighty-eight; and the owner and master, or person acting in the capacity of master, of any tug or towboat towing such scows or boats shall be liable to equal punishment with the owner and master, or person acting in the capacity of master, of the scows or boats; and, further, every scowman or other employee on board of both scows and towboats shall be deemed to have knowledge of the place of dumping specified in such permit, and the owners and masters, or persons acting in the capacity of masters, shall be liable to punishment, as aforesaid, for any unlawful dumping, within the meaning of this Act or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, which may be caused by the negligence or ignorance of such scowman or other employee; and, further, neither defect in machinery nor avoidable accidents to scows or towboats, nor unfavorable weather, nor improper handling or moving of scows or boats of any kind whatsoever, shall operate to release the owners and masters and employees of scows and towboats from the penalties hereinbefore mentioned."

Vols. 24 p. 329; 25, p. 209; 30, p. 1155; 32, p. 375. *Ante*, pp. 462, 481; *post*, pp. 893, 1010.

Supervisor to designate place of deposit.

Permits.

Penalty for violating.

Penalty for discharging at other places.

Persons liable.

<sup>a</sup> See footnote at bottom of page 482 of this compilation.

Boats to  
have name,  
etc., painted.

Every scow or boat engaged in the transportation of dredgings, earth, sand, mud, cellar dirt, garbage, or other offensive material of any description shall have its name or number and owner's name painted in letters and numbers at least fourteen inches long on both sides of the scow or boat; these names and numbers shall be kept distinctly legible at all times, and no scow or boat not so marked shall be used to transport or dump any such material.

Appointment  
of inspectors.  
Vol. 25, p.  
210.  
*Ante*, p. 488.

The supervisor of the harbor of New York, designated as provided in section five of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, is authorized and directed to appoint inspectors and deputy inspectors, and, for the purpose of enforcing the provisions of this Act and of the Act aforesaid, and of detecting and bringing to punishment offenders against the same, the said supervisor of the harbor and the inspectors and deputy inspectors so appointed by him, shall have power and authority:

Duties.  
Arrests.

First. To arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this section and by the act of June twenty-ninth, eighteen hundred and eighty-eight, aforesaid, or who may violate any of the provisions of the same: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspectors or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

Custody of  
offender.

Second. To go on board of any scow or towboat engaged in unlawful dumping of prohibited material, or in moving the same without a permit as required in this section of this Act, and to seize and hold said boats until they are discharged by action of the commissioner, judge, or court of the United States before whom the offending persons are brought.

Seizure of  
boats.

Custody of  
witness.

Third. To arrest and take into custody any witness or witnesses to such unlawful dumping of prohibited material, the said witnesses to be released under proper bonds.

Accompany-  
ing towboats.

Fourth. To go on board of any towboat having in tow scows or boats loaded with such prohibited material, and accompany the same to the place of dumping, whenever such action appears to be necessary to secure compliance with the requirements of this Act and of the Act aforesaid.

Inspecting  
gas, etc., works.

Fifth. To enter gas and oil works and all other manufacturing works for the purpose of discovering the disposition made of sludge, acid, or other injurious material,



whenever there is good reason to believe that such sludge, acid, or other injurious material is allowed to run into the tidal waters of the harbor in violation of section one of the aforesaid Act of June twenty-ninth, eighteen hundred and eighty-eight.

Every person who, directly or indirectly, gives any sum of money or other bribe, present, or reward or makes any offer of the same to any inspector, deputy inspector, or other employee of the office of the supervisor of the harbor with intent to influence such inspector, deputy inspector, or other employee to permit or overlook any violation of the provisions of this section or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, shall, on conviction thereof, be fined not less than five hundred dollars nor more than one thousand dollars, and be imprisoned not less than six months nor more than one year.

Penalty for  
bribing, etc.

Every permit issued in accordance with the provisions of this section of this Act which may not be taken up by an inspector or deputy inspector shall be returned within forty-eight hours after issuance to the office of the supervisor of the harbor; such permit shall bear an indorsement by the master of the towboat, or the person acting in such capacity, stating whether the permit has been used, and if so the time and place of dumping. Any person violating the provisions of this section shall be liable to a fine of not more than five hundred dollars nor less than one hundred dollars.

Return of  
permits.

Indorsement.

Penalty.

SEC. 4. That it shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration, and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated, or maintained by the United States as in his judgment the public necessity may require [<sup>a</sup>].

Use of ca-  
nals, etc., reg-  
ulated by Sec-  
retary of War.  
Vols. 23, p.  
148; 25, p. 497;  
26, p. 455; 32,  
p. 374. *Ante*,  
pp. 416, 533,  
585; *post*, p.  
1009.

Such rules and regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall knowingly and willfully violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court in the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

Posting rules.

SEC. 5. That it shall be the duty of all persons owning, operating, and tending the drawbridges now built, or which may hereafter be built across the navigable rivers and other waters of the United States, to open, or cause to be opened, the draws of such bridges under such rules

Drawbridges.  
Regulations  
for use to be  
published.  
Vol. 32, p.  
374.  
*Post*, p. 1008.

<sup>a</sup> This section, which amends section 7 of the river and harbor act approved July 5, 1884, as amended by act approved Sept. 26, 1888, is amended by sections 6 and 11 of the river and harbor act approved June 13, 1902.

and regulations as in the opinion of the Secretary of War the public interests require to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law. Every such person who shall willfully fail or refuse to open, or cause to be opened, the draw of any such bridge for the passage of a boat or boats, or who shall unreasonably delay the opening of said draw after reasonable signal shall have been given, as provided in such regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than two thousand dollars nor less than one thousand dollars, or by imprisonment (in the case of a natural person) for not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States: *Provided further*, That whenever, in the opinion of the Secretary of War, the public interests require it, he may make rules and regulations to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law, and any violation thereof shall be punished as hereinbefore provided [<sup>a</sup>].

Penalty for violations.

*Provisos.*  
Proceedings.

Secretary of War may make rules, etc.

Deposits of refuse, etc., in navigable waters forbidden.  
Vol. 26, pp. 453, 454; vol. 30, pp. 1152, 1153.  
*Ante*, pp. 581, 583; *post*, p. 888.

Injuries to jetties, etc., forbidden.

Penalties.

SEC. 6. That it shall not be lawful to place, discharge, or deposit, by any process or in any manner, ballast, refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the waters of any harbor or river of the United States, for the improvement of which money has been appropriated by Congress, elsewhere than within the limits defined and permitted by the Secretary of War; neither shall it be lawful for any person or persons to move, destroy, or injure in any manner whatever any sea wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States, in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide gauges, surveying stations, buoys, or other established marks; any and every such act is made a misdemeanor, and every person knowingly engaged in or who shall knowingly aid, abet, authorize, or instigate a violation of this section shall, upon conviction, be punishable by a fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor more than twenty-five hundred dol-

<sup>a</sup> This section is amended by section 6 of the river and harbor act approved June 13, 1902.

lars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction of this misdemeanor [<sup>a</sup>].

SEC. 7. That any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who may willfully injure or destroy any work of the United States contemplated in section six of this Act, or who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit or discharge in any harbor contemplated in section six of this Act, elsewhere than within the limits defined and permitted by the Secretary of War, shall be deemed guilty of a violation of this Act and shall, upon conviction, be punishable as hereinbefore provided for offenses in violation of section six of this Act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted [<sup>b</sup>].

SEC. 8. Any boat, vessel, scow or other craft used or employed in violating any of the provisions of sections six and seven of this Act shall be liable to the pecuniary penalties imposed thereby, and in addition thereto to the amount of damages done by said boat, vessel, scow, or other craft, which latter sum shall be placed to the credit of the appropriation for the improvement of the harbor in which the damage occurred, and said boat, vessel, scow, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof [<sup>b</sup>].

SEC. 9. That whenever the Secretary of War grants to any person or persons permission to extend piers, wharves, bulkheads, or other works, or to make deposits in any tidal harbor or river of the United States beyond any harbor lines established under authority of the United States, he shall cause to be ascertained the amount of tide water displaced by any such structure or by any such deposits, and he shall, if he deem it necessary, require the parties to whom the permission is given to make compensation for such displacement either by excavating in some part of the harbor, including tide-water channels between high and low water mark, to such an extent as to create a basin for as much tide water as may be displaced by such structure or by such deposits, or in any other mode that may be satisfactory to him: *Provided*, That all such dredging or other improvement shall be carried on under

Masters, pilots, etc., injuring works, etc., to have licenses revoked or suspended.  
Vol. 30, p. 1153.  
*Post*, pp. 888, 889.

Libel against boats violating deposit, etc., prohibitions.  
Vol. 30, p. 1153.  
*Post*, p. 889.

Displacement of tide waters by piers, etc.  
Compensating basin.  
Vol. 24, p. 329; vol. 25, p. 425; vol. 26, p. 455; vol. 30, p. 1151.  
*Ante*, pp. 462, 518, 584; *post*, p. 887.

*Provido.*  
Dredging.

<sup>a</sup> This section is amended by sections 13, 14, and 16 of the river and harbor act approved Mar. 3, 1899.

<sup>b</sup> This section is amended by section 16 of the river and harbor act approved Mar. 3, 1899.

the direction of the Secretary of War, and shall in no wise injure any existing channels [<sup>a</sup>].

Preliminary  
examinations.

SEC. 10. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit:

#### Arkansas.

#### ARKANSAS.

Little River, from Fulton to White Cliffs.

Bayou Macon above Floyd.

Boueff [Bœuf] River above Wallaces Landing.

Cache River to Riverside, with a view to low-water navigation.

Upper White River, to determine the proper method of improvement.

#### Arizona.

#### ARIZONA.

Colorado River above Yuma to the highest point of navigation.

#### Connecticut.

#### CONNECTICUT.

Harbor of West Haven, and West River from the steam railroad crossing to the main channel of New Haven Harbor.

Black Rock Harbor.

Greenwich Harbor.

Byram Harbor.

#### California.

#### CALIFORNIA.

San Francisco Harbor, obstructions therein and in the approaches thereto, as follows: Noonday Rocks, Mile Rocks, the Sunken Rocks off Fort Point, Anita Rock, near Fort Point; Arch Rock, Shag Rock, Blossom Rock, Two Mission Rocks, Invincible Rock, one-half mile southerly from The Brothers light-house; Whiting Rock, one-eighth of a mile north of Invincible Rock, and Fifteen Feet Rock, a quarter of a mile west of said light-house, with a view to their removal.

San Rafael Creek and Mendocino Harbor.

Georgiana River.

San Joaquin River, above the mouth of Stanislaus River, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period.

Feather River, above Marysville.

American River, with a view to prevention of sand flowing into the Sacramento River, near the city of Sacramento.

Harbor of El Moro.

Napa River, between North and South Vallejo, with a view of improvement and confinement of current to keep channel open.

<sup>a</sup> This section is amended by section 11 of the river and harbor act approved Mar. 3, 1899.

Steamboat Channel, and from junction thereof with Sacramento River to mouth of said river, with a view to improvement, enlargement of navigable channel, and to increase capacity for flood discharge.

Suisun Creek, with a view to improvement of channel.

## DELAWARE.

Delaware.

Christiana River above Wilmington to Newport.

For a canal from Pocomoke River to Indian River.

Mouth of Broad Kiln River.

Mahon River.

## MARYLAND.

Maryland.

Harbor at Claiborne, the west terminus of the Baltimore and Eastern Shore Railroad.

Chapel Point Harbor, at the junction of the Potomac and Port Tobacco rivers, with a view to the improvement of said harbor and its approaches.

## FLORIDA.

Florida.

Tampa Bay, from Port Tampa to the mouth of the bay.

Crystal River, at its mouth.

Carabelle bar and harbor.

Saint Johns River, at Orange Mills Flats, near Palatka, and for the improvement of the channel of the Saint John's River to Sandford [Sanford] and points above with a view to obtaining sufficient water for sea-going vessels.

Saint Lucia Inlet and River.

Withlacoochee River, from its mouth to head of navigation.

Entrance to Biscayne Bay.

Anclote River.

## ILLINOIS.

Illinois.

Quincy Bay.

## KENTUCKY.

Kentucky.

For ice harbor, including lock and dam, at a point about three miles from mouth of Licking River.

## LOUISIANA.

Louisiana.

Bayou Teche, from Saint Martinsville to Port Barre.

Bayou Bonfuca in Saint Tammany Parish.

Harbor at Baton Rouge.

Harbor at Bayou Sara.

Chefuncte River and Bogue Falia.

Tickfaw River and tributaries.

Bayou Dugdamona.  
 Bayou Castor.  
 Little River [<sup>a</sup>].

MASSACHU-  
 setts.

MASSACHUSETTS.

Manchester Harbor, from mouth of the river below the Point of Rocks, with a view to a channel one hundred feet wide and five feet deep, and removal of sand bar at mouth of river and removal of sand bar and rocks at the Point of Rocks.

Plymouth Harbor, with a view to the removal of the obstructions known as "Splitting Knife" and "Middle Ground," and the north and south sides of the excavated channel in said harbor with a view to deepening and improving the same.

Onset Harbor.

Bass River.

Hyannis Harbor.

Chatham New Harbor.

Mount Hope Bay and harbor of Fall River.

Byrams Cove Harbor [<sup>b</sup>].

Maine.

MAINE.

Glen Cove Harbor.

Parkers Head harbor and channel.

Royals River, from the village of Yarmouth to Casco Bay.

Harbor of Cape Porpoise.

Missouri.

MISSOURI.

Saint Francis River, from the Sunk Lands to Greenville, Missouri.

Michigan.

MICHIGAN.

Kalamazoo River, from its mouth to the city of Kalamazoo.

White Fish River, for a harbor at the mouth in Little Badenock Bay [Bay de Noquette].

Clinton River.

Shiawassee River, from Saginaw River to Bad River; Bad River to village of Saint Charles; Flint River to head of navigation.

Kawkawlin River.

Tittabawassee River, from Saginaw to the head of navigation.

<sup>a</sup> The report on this item had reference to the river of this name that empties into Black River.

<sup>b</sup> This place could not be found.

## MINNESOTA.

Minnesota.

Big Stone Lake, with a view to construction of reservoirs.

Minnesota River, with a view to protecting the banks opposite the borough of Belle Plain, so as to prevent the river from cutting through the narrow neck of land at that point and with a view to protecting the banks at and near the city of Mankato.

Red Lake River, with the view of improving Red Lake River from Thief River Falls to the Red Lake.

## MISSISSIPPI.

Mississippi.

Yallabusha River.

Noxubee River, from Macon to mouth of Hashuqua Creek.

Bogue Phalia, especially at the point known as "The Narrows."

Bear Creek, from where it empties into the Yazoo, upstream.

Big Sunflower River, with a view to its improvement as high as Clarksdale by locks and dams.

The bar recently formed in Horn Island Pass.

## MONTANA.

Montana.

Flathead River, from Columbia Falls, in Montana, to its mouth at Flathead Lake, and from its outlet on the south at Flathead Lake to the Clarkes Fork of the Columbia River.

Kootenai River, from Jennings, in Montana, to the international boundary, with a view of removing rocks and obstructions in the canyon above the town of Jennings.

Pend d'Oreille River, from Flathead Lake to Jocko Station, Montana [<sup>a</sup>].

Tongue River, with a view of straightening its channel along the eastern edge of the Fort Keogh military reservation.

## NEBRASKA.

Nebraska.

The Nebraska side of the Missouri River opposite Sioux City, Iowa from a point in Nebraska where an extension of the lower limits of Sioux City, Iowa, would intersect the Nebraska side of the river and up the river to a point in Nebraska opposite the mouth of Big Sioux River.

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<sup>a</sup> This item relates simply to a part of Flathead River included in the second item above. The use of the word Pend Oreille was due probably to a confusion of names of rivers in this section, the two streams being 100 miles apart.

## New York.

## NEW YORK.

Echo Bay and New Rochelle Harbor.  
 Channel connecting Irondequoit Bay with Lake Ontario.  
 Port Chester.  
 Woodsburg Channel, in Hempstead Bay.  
 Carrls River.  
 West branch of Newtown Creek, from Metropolitan Avenue bridge to the head of navigation.  
 Harbor of Waddington.  
 Harbor of Greenport.  
 Milton Harbor at Milton Point.  
 Gravesend Bay.  
 Dunkirk.  
 Cold Spring Harbor.  
 Hempstead Harbor.  
 Peekskill.

## North Carolina.

## NORTH CAROLINA.

Core Sound, from mouth of North River to Beaufort Harbor, and Cape Lookout Harbor of Refuge, with a view to improvement of navigation.  
 Drum Inlet, between Portsmouth and Cape Lookout.  
 Tar River, from Washington to Greenville, with a view to obtaining a depth of three feet.  
 South Creek, from mouth to head of navigation.  
 Turners Cut, a branch of Pasquotank River.  
 Scuppernong River.

## New Jersey.

## NEW JERSEY.

Mantua Creek.  
 Buckshutem.  
 Cold Spring Inlet.  
 Rancocas River.  
 Inside of Absecon Inlet, near the southwesterly point of Brigantine Beach, with a view to uniting the waters of that part of the water bed known as the "main channel," now flowing under or along Brigantine [*sic*] Beach, with said water bed now flowing under or along Rum Point, and with the waters of Absecon Channel, so as to improve and shorten steamboat or ferry navigation between the termini of railroad transportation at Atlantic City and Brigantine Beach.  
 Delaware River, between Trenton and Burlington, for improvement of river and protection of banks.  
 Inlet at mouth of Shark River, for harbor of refuge.  
 Elizabeth River, to report upon the desirability of placing locks in the mouth of said river, and the cost of same.  
 The Lumberton branch of the Rancocas River as far as Lumberton.  
 Salem River from the mouth of said river as far as Salem City.



Rahway River, to report upon the desirability of placing locks in the mouth of said river and the cost of same.

## OHIO.

Ohio.

Iron-ton, with a view of protecting the Ohio River front within the limits of the city.

## OREGON.

Oregon.

Yaquina Bay Bar, for increased depth.  
Tualiton River to Hillsboro, and to the head of navigation.

Clatskanie River, from mouth to town of Clatskanie.

Umpqua River, from Scottsburg to Elkton Rapids.

## PENNSYLVANIA.

Pennsylvania.

Clarion River.

Tionesta River.

Susquehanna River between Nanticoke and Pittston.

## RHODE ISLAND.

Rhode Island.

Connanicut Island, with a view of cutting a channel through the same.

Seaconnet Point.

Stone bridge over Seaconnet River to ascertain the cost of widening and deepening the passage at the draw of said bridge to the same extent as prescribed in the recent order of the Secretary of War, respecting the railroad bridge across said river, and the Secretary of War is directed to prepare and submit to Congress an estimate of the cost of such work.

## TENNESSEE.

Tennessee.

Wolf River, from its mouth to a point five miles above.

## TEXAS.

Texas.

Channel through Sabine Lake, from the mouth of the Sabine and Neches rivers to the head of the pass from said lake to the Gulf of Mexico.

Brazos River, from the city of Waco to the town of Richmond.

Bar and Harbor at Brazos Santiago.

Colorado River from the mouth to the city of Wharton.

Guadalupe River from its mouth to the city of Cuero.

## VIRGINIA.

Virginia.

Deep Creek branch of Elizabeth River, with a view of obtaining a depth equal to that of the Lake Drummond Canal, formerly the Dismal Swamp Canal, and the western branch of the said Elizabeth River.

Harris Creek prong of Back River.

Lyons Creek.

For internal waterway, extending from Franklin city southward to Cape Charles. The chief obstructions exist in what is known as Boggs Bay, Cat Creek, Kegotank Bay, Weir Passage, and Burtons Bay.

Jacksons Creek, near mouth of Piankatank River.

Ware River.

Quantico Creek.

Great Wicomico River, from Cedar Point to Indian Point.

Little Wicomico River, at its mouth.

Hunting Creek from its mouth to head of navigation.

#### Vermont.

#### VERMONT.

Missisquoi River, particularly between the village of Swanton and the lake.

#### Washington.

#### WASHINGTON.

North River, from its mouth in Wallapa [Willapa] Bay, upward twenty-five miles.

Quillayute Harbor and River.

Okanagon River, from mouth to head of navigation.

Bellingham Bay.

Clallam Bay, with a view to its improvement as a harbor of refuge.

Lewis River, from La Center to its mouth, with a view of deepening the channel and improving the navigation.

From Hood's Canal in Puget Sound to North Bay in said sound, with a view of constructing a water way and channel between the two bodies of water at the most practicable place, of sufficient depth to be navigable for all classes of vessels.

#### Wisconsin.

#### WISCONSIN.

Mouth of Iron River, Lake Superior.

Flag Lake and mouth of Flag River.

La Crosse Harbor, for removal and prevention of bar.

Oconto River, to obtain a channel sixteen feet deep and one hundred and fifty feet wide.

Harbors of Superior, Wisconsin, and Duluth, Minnesota, with a view of deepening said harbors and entrances thereto to twenty feet.

#### West Virginia.

#### WEST VIRGINIA.

Little Kanawha River, with a view of improvement by locks and dams, including an estimate of the probable cost to the Government of each lock and dam now in existence on said river and not owned by the Government.

Guyandotte River, with a view of improvement by locks and dams.

Big Coal River.

Little Coal River.

Elk River, with a view of locking and damming same.

SEC. 11. That the preliminary examinations ordered in this act shall be made by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer and the division engineer of the locality shall report to the Chief of Engineers, first, whether, in their opinion, the harbor or river under examination is worthy of improvement by the General Government, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce, and, second, if worthy of improvement by the General Government, what it will cost to survey the same, with the view of submitting plan and estimate for its improvement; and the Chief of Engineers shall submit to the Secretary of War the reports of the local and division engineers, with his views thereon and his opinion of the public necessity or convenience to be subserved by the proposed improvement; and all such reports of preliminary examinations, with such recommendations as he may see proper to make, shall be transmitted by the Secretary of War to the House of Representatives, and are hereby ordered to be printed when so made.

Making preliminary examinations.

Report to Chief of Engineers.

Report to Secretary of War.

Report to House of Representatives to be printed.

SEC. 12. That the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit:

Surveys and estimates ordered.

#### CALIFORNIA.

California.

Old River Branch of San Joaquin River.  
Crescent City Harbor.

#### CONNECTICUT.

Connecticut.

Westport Harbor.  
Norwalk Harbor.  
Stonington Harbor.

#### DELAWARE.

Delaware.

Nanticoke River, in Delaware.

#### FLORIDA.

Florida.

Canaveral Harbor.

Saint John's River from Jacksonville to the ocean. The Secretary of War is hereby directed to prepare and submit plans and estimates for continuing the work, with a view to secure an increase of the depth of the channel to twenty-four feet.

## Georgia.

## GEORGIA.

Savannah River, between Spirit Island and the point where the Charleston and Savannah Railroad crosses said river. The Secretary of War is hereby directed to cause the project to be prepared and an estimate of cost of improvement of this locality to be made.

## Idaho.

## IDAHO.

The Secretary of War is hereby directed to prepare and submit plans and estimates for the improvement of the Kootenai River, Idaho, as recommended by Captain Symonds [Symons] in the preliminary examination submitted by him under date of October twelfth, eighteen hundred and ninety-two.

## Indiana.

## INDIANA.

Harbor of Evansville.

## Illinois.

## ILLINOIS.

Harbor of Elizabethtown.

## Maine.

## MAINE.

Georges River, from Thomaston to mouth.  
Carvers Harbor.

Machias River Channel, and Sasanoa River, from Bath to Boothbay.

## Maryland.

## MARYLAND.

Pocomoke River, with a view of uniting the waters of said river with the waters of Sinepuxent Bay, at a point above Snow Hill, and of improving said river between Snow Hill and Shad Landing.

Rock Hall Harbor.

Baltimore Harbor, to widen the ship channel to one thousand feet.

## Massachusetts.

## MASSACHUSETTS.

Chelsea River, from Grand Junction Railroad bridge to Boston and Maine Railroad bridge.

East Boston Channel.

Tarpaulin Cove, Naushon Island.

Woods Holl, and Little Woods Holl Harbor.

## Michigan.

## MICHIGAN.

Belle River.

Sebewaing River.

Pine River, at Saint Clair City, Michigan. The Secretary of War is directed to cause the project to be prepared and an estimate of the cost of the improvement of this locality to be made.

## NEW JERSEY.

New Jersey.

Cooper Creek.  
Dennis Creek.

## NORTH CAROLINA.

North Carolina.

North East (Cape Fear) River, from the old County Ferry to Juniper Swamp, or Creek, a point about one mile north of Hilton railroad bridge, with a view to obtaining an increased depth of channel.

Alligator River.

Cape Fear River, above Fayetteville.

## OREGON.

Oregon.

Coos River.

Yam Hill River, up to town of McMinnville with a view of improving the same by locks or dams or otherwise.

Columbia River, below Tongue Point, by way of the southern channel in front of Astoria.

Willamette River, from Portland to Eugene.

Alsea River.

Nestucca River, from town of Woods to the ocean.

Port Orford, with a view to improving the same for shipping purposes and as a harbor of refuge, commencing at Graveyard Point and by jetty, sea wall, or other proper construction extending southerly or southeasterly into the ocean three hundred or more feet, if necessary, and suitable for vessels of middle draft; and, secondly, if necessary, by another jetty, sea wall, or other constructive work, extending from the next high point or headland southwesterly four hundred or more feet, so as to accommodate vessels of maximum draft.

## PENNSYLVANIA.

Pennsylvania.

Allegheny River, for lock and dam at or near Tarentum, and lock and dam at the most practicable point for navigation between the proposed dam at Tarentum and Herts Island Dam.

Ohio River, movable dams, numbered three, four, and five.

## RHODE ISLAND.

Rhode Island.

Wickford Harbor, in Narragansett Bay.

Great Salt Pond, Block Island, with a view to making harbor of refuge therein.

Pawcatuck River, with reference to its further improvement from Westerly, Rhode Island, to Stonington, Connecticut.

## SOUTH CAROLINA.

South Carolina.

Steamboat Channel, seven feet deep at mean low water, between Beaufort, South Carolina, and Savannah, Georgia.

## Tennessee.

## TENNESSEE.

Forked Deer River from Dyersburg, Tennessee, to its junction with the Obion River, and thence to the Mississippi River, so as to make said stream navigable all the year.

## Texas.

## TEXAS.

Brazos River from the town of Velasco to the town of Richmond.

For determining the causes of the erosion of the eastern end of Galveston Island, and estimating the cost of works to prevent the same.

## Virginia.

## VIRGINIA.

Bar at the northwest entrance of Milford Haven from Piankatank River.

Mouth of Cranes Creek, a tidal estuary of Great Wicomico River.

## Washington.

## WASHINGTON.

Columbia River, from Rock Island Rapids to the Okanogan River.

Nootsack River.

Grays Harbor and its bar entrance, with a view to the improvement of its channels.

## Wisconsin.

## WISCONSIN.

Alouez Bay.

Appropriation for preliminary examinations, surveys, etc.

SEC. 13. For preliminary examinations, surveys, except where otherwise herein especially provided for, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this Act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate, for the same fiscal year, shall be made unless ordered by a resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

*Provides.*  
Restriction.

Additional reports forbidden.

No project authorized until appropriated for.

Received by the President, August 7, 1894.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

**CHAP. 301.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes. Aug. 18, 1894.  
Vol. 28, p. 372.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, namely:

Sundry civil  
expenses appro-  
priations.

\*                      \*                      \*                      \*                      \*  
For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, two hundred and fifty thousand dollars.

River and  
harbor im-  
provements.  
Philadelphia,  
Pa.

For improving harbor at Galveston, Texas: Continuing improvement, six hundred thousand dollars, one hundred thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Galveston,  
Tex.

For improving Hay Lake Channel, Saint Marys River, Michigan: Continuing improvement, one hundred and fifty thousand dollars.

Hay Lake  
channel, St.  
Marys River,  
Mich.

For improving Hudson River, New York: Continuing improvement, one hundred and forty-five thousand dollars.

Hudson Riv-  
er, N. Y.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, seven hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents; continuing improvement from the mouth of Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents; in all, one million six hundred and twenty-five thousand dollars.

Mississippi  
River, mouth  
of the Ohio to  
Minneapolis,  
Minn.

For improving Saint Marys River at the Falls, Michigan: Continuing improvement, three hundred thousand dollars.

St. Marys Riv-  
er at the falls,  
Mich.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, one hundred thousand dollars.

Point Judith,  
R. I.

For improving harbor at Charleston, South Carolina,

Charleston,  
S. C.

including Sullivan Island and Mount Pleasant Shore: Continuing improvement, four hundred and fifty thousand dollars.

Savannah, Ga. For improving harbor at Savannah, Georgia: Continuing improvement, nine hundred and seventy-five thousand dollars.

Mobile, Ala. For improving harbor at Mobile, Alabama: Continuing improvement, three hundred and ninety thousand dollars.

Mississippi River Commission. Mississippi River. Under Mississippi River Commission: For improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million six hundred and sixty-five thousand dollars.

Missouri River Commission. Missouri River. Under Missouri River Commission: For improving Missouri River from its mouth to the south line of Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars, fifty thousand dollars of which may be used for removal of snags and other like obstructions in the Missouri River above Sioux City, Iowa, from the south line thereof, to be expended under the direction of the Secretary of War.

\* \* \* \* \*

New York Harbor. HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors, etc. For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Steamers, etc. For pay of crew and maintenance of steamer Argus, eight thousand dollars;

For pay of crew and maintenance of steamer Nimrod, eight thousand dollars.

For purchase or construction of one steam tug, forty-five thousand dollars, or so much thereof as may be necessary,

In all, seventy-six thousand dollars.

\* \* \* \* \*

Public printing and binding.

#### PUBLIC PRINTING AND BINDING.

\* \* \* \* \*

Vol. 32, p. 1147.

*Post*, p. 1042. and the heads of the Executive Departments, before transmitting their annual reports to Congress, the printing of which is chargeable to this appropriation, shall cause the same to be carefully examined, and shall exclude therefrom all matter, including engravings, maps, drawings, and illustrations, except such as they shall certify in their letters transmitting such reports to be necessary and to relate entirely to the transaction of public business;

\* \* \* \* \*

Approved, August 18, 1894.



**CHAP. 307.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for prior years, and for other purposes.

Aug. 23, 1894.  
Vol. 28, p. 424.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-four, and for prior years, and for other objects hereinafter stated, namely:

Deficiencies appropriations.

\* \* \* \* \*

**FOX AND WISCONSIN RIVER IMPROVEMENT:** To pay the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, Wisconsin, under the Act of March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General and set forth in Senate Executive Document Numbered Ninety, of the present session, six thousand two hundred and sixty-three dollars and thirty-four cents.

Fox and Wisconsin rivers improvement. Flowage damages.

Vol. 18, p. 506.  
*Ante*, p. 252.

**SEC. 2.** That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-one, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document, numbered Ninety-three, Fifty-third Congress, second session, there is appropriated as follows:

Claims certified by accounting officers.

Vol. 18, p. 110.  
*Ante*, p. 225.

Vol. 23, p. 254.

\* \* \* \* \*

**WAR DEPARTMENT CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.**

Claims allowed by Third Auditor and Second Comptroller.

For improving Manatee River, Florida, fifty-six dollars and thirty-seven cents.

Manatee River, Fla.

\* \* \* \* \*

**SEC. 3.** That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-two, and prior years, unless otherwise stated, and

Claims certified by accounting officers.

Vol. 18, p. 110.  
*Ante*, p. 225.

Vol. 23, p. 254. which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in Senate Executive Document Numbered One hundred and fifty-two, Fifty-third Congress, second session, there is appropriated as follows:

	*	*	*	*	*
Little River, Mo.	For improving Little River, Missouri, thirteen cents.				
Little Red River, Mo. and Ark.	For improving Little Red River, Missouri and Arkansas, one dollar and five cents.				
	For improving Little Red River, Arkansas, four dollars and nine cents.				
Grass River, N. Y.	For improving Grass River, New York, thirty cents.				
	*	*	*	*	*

Approved, August 23, 1894.

Aug. 23, 1894. **CHAP. 315.**—An Act To repeal House Resolution numbered  
Vol. 28, p. 491. one hundred and four [a], first session Fifty-first Congress, granting to Secretary of War a permit to license to use a pier at mouth of Chicago River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That House Resolution numbered one hundred and four [a], first session of the Fifty-first Congress, approved October first, eighteen hundred and ninety, entitled "Joint Resolution to permit the Secretary of War to grant a revocable license to use a pier as petitioned by vessel owners of Chicago, Illinois," be, and the same is hereby, repealed, and the property mentioned in the said joint resolution, to wit, the south pier of Chicago River, shall be excepted from the provisions of an Act entitled "An Act authorizing the Secretary of War to lease public property in certain cases," approved July twenty-eighth, eighteen hundred and ninety-two, and said pier shall not be subject to be leased by the Secretary of War: *Provided*, That nothing herein contained shall be so construed as to abrogate the permit already granted by the Secretary of War to the Western Seamen's Friend Society for the use of a part of the said pier.*

Approved, August 23, 1894.

Aug. 23, 1894. **CHAP. 324.**—An Act For the relief of B. D. Greene.  
Vol. 28, p. 1012.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is directed to pay, out of any money in the Treasury not otherwise appropriated, to B. D. Greene, bondsman of George E. Ward, who shall file the proper vouchers for money advanced or labor and materials furnished in and about the work of improvement on the Rappahannock River during the year eighteen hundred and eighty-nine, the sum of one*

B. D. Greene.  
Payment to,  
as bondsman  
of George E.  
Ward.

<sup>a</sup> In the published statute this resolution is numbered 60.

thousand nine hundred and sixteen dollars and ninety-seven cents, being the amount due George E. Ward by the Government; which said sum shall be paid to the said B. D. Greene.

Approved, August 23, 1894.

[No. 2.] Joint Resolution Extending time for report of Board of Engineers surveying canal routes from Lake Erie to the Ohio River. Dec. 24, 1894. Vol. 28, p. 967.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Board of Engineers of the Army appointed to survey sundry canal routes through the State of Ohio under the provisions of the River and Harbor Appropriation Bill passed at the last session of the present Congress are granted an extension of time for their survey and are hereby authorized to report at the first session of the next Congress, instead of at the present session.

Ohio canals, time extended for report of Board of Engineers. Vol. 28, p. 355. Ante, p. 701.

Approved, December 24, 1894.

**CHAP. 43.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes. Jan. 25, 1895. Vol. 28, p. 636.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-five, and for other objects hereinafter stated, namely:

Urgent deficiencies appropriations.

\* \* \* \* \*  
For improving harbor at Galveston, Texas: For continuing improvement, under existing contracts, two hundred thousand dollars. Galveston Harbor, Tex.

\* \* \* \* \*  
Approved, January 25, 1895.

[No. 8.] Joint Resolution To provide for the expenditure of the appropriation heretofore made for the dredging of Everett Harbor. Feb. 1, 1895. Vol. 28, p. 968.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the appropriation of ten thousand dollars heretofore made for dredging Everett Harbor, at Everett, in the State of Washington, may be used by the Secretary of War in the construction of a fresh-water harbor at Everett, in said State, in accordance with the project submitted by Captain Thomas W. Symons, of Corps of Engineers, United States Army, on July ninth, eighteen

Everett Harbor, Wash., plan for improvement adopted. Vol. 28, p. 360. Ante, p. 708.

hundred and ninety-four, and printed in Senate Executive Document numbered one hundred and thirty-nine, part two, second session of the Fifty-third Congress.

Approved, February 1, 1895.

Feb. 13, 1895. [No. 11.] Joint Resolution Authorizing the Secretary of War  
Vol. 28, p. 969. to make a survey of Kalamazoo River from Lake Michigan to Saugatuck.

Kalamazoo  
River, Mich.,  
survey ordered.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and is hereby, authorized and directed to make a survey of Kalamazoo River from Lake Michigan to Saugatuck, as contemplated in Executive Document numbered one hundred and ninety-nine, House of Representatives, Fifty-third Congress, third session, to be paid for out of appropriation heretofore made for surveys.

Approved, February 13, 1895.

Feb. 18, 1895. [No. 15.] Joint Resolution Authorizing the Secretary of War  
Vol. 28, p. 970. to expend a portion of the appropriation made in the River and Harbor Act of eighteen hundred and ninety-four for Saint Joseph Harbor, in the State of Michigan, to complete the connection between Saint Joseph Harbor and Benton Harbor.

St. Joseph,  
Mich.  
Use of ap-  
propriation for  
harbor.  
Vol. 28, p.  
344.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is, authorized in his discretion to apply so much of the appropriation for the improvement of Saint Joseph Harbor, in the State of Michigan, made in the River and Harbor act of eighteen hundred and ninety-four, as may in his judgment be necessary to complete the connection between Saint Joseph Harbor and Benton Harbor in said State of Michigan.

Approved, February 18, 1895.

Mar. 2, 1895. **CHAP. 187.**—An Act Making appropriations to supply defi-  
Vol. 28, pp. 843, 853. ciencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-five, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Indian River  
Inlet.  
Digging  
channel.

That in addition to the amount heretofore appropriated the sum of fifteen thousand dollars shall be, and the same is hereby, appropriated, out of any money in the Treas-

ury not otherwise appropriated, for dredging the channel at the Indian River Inlet, the same to be expended under the direction of the Secretary of War.

Vol. 27, p. 101.  
Ante, p. 630.  
Vol. 28, p. 351.  
Ante, p. 605.

\* \* \* \* \*

Approved, March 2, 1895.

**CHAP. 189.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, and for other purposes.

Mar. 2, 1895.  
Vol. 28, p. 910.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, namely:

Sundry civil expenses appropriations.

\* \* \* \* \*

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, eight hundred and fifty thousand dollars.

River and harbor improvements.  
Philadelphia, Pa.

For construction of movable dam numbered six, in the Ohio River, near Beaver River, in addition to the amount heretofore appropriated, the sum of one hundred and fifty thousand dollars.

Ohio River, dam.  
Vol. 28, p. 355.  
Ante, p. 701.

For improving harbor at Galveston, Texas: Continuing improvement, one million one hundred and sixty thousand dollars, one hundred thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Galveston, Tex.

For improving Hudson River, New York: Continuing improvement, five hundred thousand dollars.

Hudson River, N. Y.

For improving Great Kanawha River, West Virginia: Completing improvement, five hundred and eighty thousand seven hundred dollars.

Kanawha River, W. Va.

That the Secretary of War be, and he is hereby, authorized, in his distribution [*sic*], to apply so much of the funds now applicable to the care, preservation, and maintenance of the public works of the United States, as may be necessary, not exceeding two thousand five hundred dollars, to rebuild or repair the protection wall now standing upon the ground owned by the United States at Zanesville, Ohio, on the Muskingum River, and which is a part of the public works of said river, more particularly described as follows: Being stone wall on the west bank of the river, constructed by the State of Ohio as part of the public works of Ohio, and being that part of the wall about one hundred feet north of the Main Street bridge.

Muskingum River, Ohio.

Repair of wall, Zanesville.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota:

Mississippi River, mouth of Ohio to Minneapolis.

*Provides.*  
Movable jetties.

Warsaw to  
Quincy.

Iowa bank.

Bay City,  
Wis.

St. Marys  
Falls, Mich.

Great Lakes.

Point Judith,  
harbor of refuge.

Charleston.  
S. C.

Savannah,  
Ga.

Mobile, Ala.

Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, seven hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents: *Provided*, That in the discretion of the Secretary of War, not exceeding one hundred and fifty thousand dollars of this appropriation may be expended in using movable jetties or steel caissons in removing bars and improving the low-water channel of said river; Continuing improvement from the mouth of Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents: *Provided*, That eighty-five thousand five hundred dollars thereof, or as much as may be necessary, shall be expended, under the direction of the Secretary of War, with a view to improving the navigation from the city of Warsaw to the city of Quincy, by preventing the water from overflowing the natural and artificial banks along the east bank of that part of said river, and deepening the channel, in accordance with the survey reported on December thirteenth, eighteen hundred and ninety-four, and the accompanying estimates; and also eighty-five thousand dollars thereof shall be expended to commence the work, under the direction of the Secretary of War, from the mouth of Flint Creek, in Des Moines County, State of Iowa, and running along the west bank of the river to the mouth of the Iowa River, with a view to improving the navigation by preventing the water from overflowing the natural and artificial banks along that part of the river, and deepening the channel, in accordance with the survey reported on January third, eighteen hundred and ninety-five, and the accompanying estimates; and so much thereof as may be necessary, not to exceed one thousand dollars, may, in the discretion of the Secretary of War, be expended in the improvement of the channel to the harbor of Bay City, Wisconsin, at the head of Lake Pepin; in all, one million six hundred and twenty-five thousand dollars.

For improving Saint Marys River at the Falls, Michigan: Completing improvement, four hundred and eighty-three thousand eight hundred and sixty-five dollars.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, five hundred thousand dollars.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, three hundred thousand dollars.

For improving harbor at Charleston, South Carolina: Completing improvement, five hundred thousand dollars.

For improving harbor at Savannah, Georgia: Completing improvement, eight hundred and fifty-six thousand two hundred and fifty dollars.

For improving harbor at Mobile, Alabama: Completing improvement, two hundred and ninety-one thousand three hundred dollars.

For improving harbor and bay at Humboldt, California: Continuing improvement, two hundred and twenty-five thousand dollars. Humboldt, Cal.

Under Mississippi River Commission: For improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million six hundred and sixty-five thousand dollars. Mississippi River Commission.  
Mississippi River.

Under Missouri River Commission: For improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars: *Provided*, That forty thousand dollars thereof shall be expended, under the direction of the Secretary of War, for the extension of the improvements for the protection of the banks of the Missouri River in front of Sioux City and on the Iowa side of the river. Missouri River Commission.  
Missouri River.  
  
Proviso.  
  
Sioux City, Iowa.

That the Secretary of War be, and he is hereby, authorized and directed to expend, from the appropriation of twenty-five thousand dollars "For dredging Salmon Bay, and improvement of the waterway connecting the waters of Puget Sound, at Salmon Bay, with lakes Union and Washington, by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith," made by the "Act [a] making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," received by the President August seventh, eighteen hundred and ninety-four, the sum of five thousand dollars in making a definite survey and location of said improvement, and in preparing a cadastral map, showing each piece of property required to be deeded to the United States or from which a release is required, with its metes and bounds. Ship canal.  
Puget Sound to lakes Union and Washington.  
Vol. 28, p. 360.  
Ante, p. 708.

That the President of the United States is hereby authorized to appoint a board, to consist of three officers of the Engineer Corps, who shall make an examination of the bar of the Yaquina Bay, in Oregon, with a view to a project for deeper water, and shall report the result of such investigation, with estimate of cost, to the next regular session of Congress: *Provided*, That the cost of said investigation, and also surveys and expenses of said board, shall be defrayed from the balance of money available of the appropriation made for improving the harbor at Yaquina Bay, in Oregon, by Act of Congress of August seventh [eighteenth], eighteen hundred and ninety-four. Yaquina Bay, Oreg., examination of bar.  
Vol. 28, p. 346.  
Ante, p. 688.  
  
Proviso.  
  
Balance.

That the Secretary of War, in his discretion, is hereby directed to use and expend in dredging and deepening Sabine River, Tex.  
Dredging the bar.

the channel of the Sabine River in Texas, at and across the bar at the mouth of said river in Sabine Lake, a sum not exceeding four thousand dollars, to be taken from an appropriation made at the second session of the Fifty-third Congress of the United States, amounting to two hundred and seventy-five thousand dollars, for "Improving harbor at Sabine Pass, Texas: Continuing improvement," by the Act [a] entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes."

Vol. 28, p.  
343.  
*Ante*, p. 684.

Woods Hole,  
Mass.  
Harbor of  
refuge.

HARBOR OF REFUGE AT WOODS HOLL, MASSACHUSETTS: For repair of the stone pier or breakwater constituting a harbor of refuge at Woods Holl, damaged by the storm of January twenty-sixth, eighteen hundred and ninety-five, and for repairing, so far as may be necessary the wooden wharf upon said breakwater, five thousand dollars.

Oswego,  
N. Y.  
Vol. 28, p.  
340.  
*Ante*, p. 681.

That the Secretary of War in his discretion is hereby authorized and directed, to expend, from the appropriation of thirty-seven thousand dollars for the improvement of the harbor at Oswego, New York, made by the river and harbor appropriation Act [a] passed at the second session of the Fifty-third Congress, not to exceed eight hundred dollars for the purpose of making a survey, examination, and preparation of the project for the construction of an east breakwater or jetty at the mouth of the Oswego River, for the protection of the harbor and to render entrance to it easy and safe.

Breakwater.

Dunkirk,  
N. Y.  
Vol. 28, p.  
340.  
*Ante*, p. 680.

That the Secretary of War, in his discretion, be, and he hereby is, authorized to use a sum not exceeding eight hundred dollars of the appropriations for the improvement of the harbor at Dunkirk, New York, carried in the last river and harbor Act [a], for a survey of said harbor, in accordance with the recommendations of the Secretary of War.

Survey.

\* \* \* \* \*

The foregoing appropriations for work on rivers and harbors shall be immediately available.

\* \* \* \* \*

U. S. Deep  
Waterways  
Commission to  
report on fea-  
sibility of deep-  
water channel,  
Great Lakes to  
the Atlantic.  
Vols. 30, pp.  
50, 636, 1109;  
31, p. 12.  
*Post*, pp. 816,  
833, 843, 904.

The President of the United States is authorized to appoint, immediately after the passage of this Act, three persons, who shall have power to meet and confer with any similar committee which may be appointed by the Government of Great Britain or of the Dominion of Canada, and who shall make inquiry and report [b] whether it is feasible to build such canals as shall enable vessels engaged in ocean commerce to pass to and fro between the Great Lakes and the Atlantic Ocean, with an adequate and controllable supply of water for continual use; where such canals can be most conveniently located, the

<sup>a</sup> Of August 18, 1894.

<sup>b</sup> The report of the Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.



probable cost of the same, with estimates in detail; and if any part of the same should be built in the territory of Canada, what regulations or treaty arrangements will be necessary between the United States and Great Britain to preserve the free use of such canal to the people of this country at all times; and all necessary facts and considerations relating to the construction and future use of deep-water channels between the Great Lakes and the Atlantic Ocean. The persons so appointed shall serve without compensation in any form, but they shall be paid their actual traveling and other necessary expenses, not exceeding in all ten thousand dollars, for which purpose the said sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated.

Expenses.

The President may, in his discretion, detail as one of such persons an officer of the Army or Navy.

Detail.

\* \* \* \* \*

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Vessels.

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars;

For pay of crew and maintenance of one steam tug heretofore authorized by law, twelve thousand dollars, to be immediately available;

For purchase or construction of one steam tug, forty-five thousand dollars, or so much thereof as may be necessary, to be immediately available;

New tug. Vol. 29, p. 21. Post, p. 736.

In all, ninety thousand dollars.

\* \* \* \* \*

Approved, March 2, 1895.

[No. 26.] Joint Resolution To extend the time for taking testimony in relation to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania.

Mar. 2, 1895. Vol. 28, p. 973.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time for taking testimony as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania and the commercial importance of the free navigation of said river, directed to be taken by the Secretary of War under the River and Harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four, be, and the same is hereby, extended to the thirtieth day of September, eighteen hundred and ninety-five, and the Secretary of War shall report to Congress thereon at its next regular session

Monongahela River, Pa., time for report on value of dams, etc., extended. Vols. 25, p. 411; 26, p. 438; 28, p. 348; 29, pp. 217, 218. Ante, pp. 497, 560, 691; post, p. 766.

*Proviso.*  
*Expenses.*

in December next, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls [<sup>a</sup>]: *Provided*, That the expense of taking such testimony shall be paid for out of the appropriation for the improvement of the Monongahela River, contained in the act aforesaid.

Approved, March 2, 1895.

Jan. 21, 1896.  
Vol. 29, p. 3.

**CHAP. 6.**—An Act For improving Aransas Pass.

Aransas Pass  
Harbor.  
Time for com-  
pleting work  
extended.  
Vol. 26, p.  
106.

*Be it enacted by the Senaate and House of Representi-  
tives of the United States of America in Congress assem-  
bled*, That the time within which the Aransas Pass  
Harbor Company was required, by an Act entitled "An  
Act to amend an Act of Congress, approved May twelfth,  
eighteen hundred and ninety, granting to the Aransas  
Pass Harbor Company the right to improve Aransas  
Pass," to obtain the navigable depth of twenty feet over  
the outer bar therein mentioned is hereby extended until  
January twenty-second, eighteen hundred and ninety-  
nine.

Approved, January 21, 1896.

Feb. 26, 1896.  
Vol. 29, pp.  
17, 21.

**CHAP. 33.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, and for prior years, and for other purposes.

Urgent defi-  
ciencies appro-  
priations.

*Be it enacted by the Senate and House of Representa-  
tives of the United States of America in Congress assem-  
bled*, That the following sums be, and the same are  
hereby, appropriated, out of any money in the Treasury  
not otherwise appropriated, to supply deficiencies in the  
appropriations for the fiscal year eighteen hundred and  
ninety-six, and for other objects hereinafter stated,  
namely:

\* \* \* \* \*

New York  
Harbor.  
Crew of new  
tug.  
Vol. 28, p.  
951.  
*Ante*, p. 735.

**HARBOR OF NEW YORK:** Not exceeding six thousand  
dollars of the unexpended balance of the sum of forty-five  
thousand dollars appropriated in the sundry civil appro-  
priation Act approved March second, eighteen hundred  
and ninety-five, for the purchase or construction of a  
steam tug for service in the prevention of obstructive and  
injurious deposits within the harbor and adjacent waters  
of New York City, may be used for the pay of crew and  
maintenance of said steam tug during the fiscal year  
eighteen hundred and ninety-six.

\* \* \* \* \*

<sup>a</sup> All of the property of the company on this river was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including \$5,301.36 expended toward the acquisition of Lock and Dam No. 7 under the act of August 11, 1888) being \$3,769,073.88, of which \$3,761,615.46 was the award in condemnation.

ENGINEER DEPARTMENT: For continuing improvement of harbor at Galveston, Texas, three hundred thousand dollars. Engineer Department, Galveston, Tex.

To open Juniper Inlet, in Florida, for the passage of boats and small vessels, to be expended under the direction of the Chief of Engineers, five hundred dollars. Jupiter Inlet, Fla.

\* \* \* \* \*

Approved, February 26, 1896.

[No. 18.] Joint Resolution Providing for certain surveys in the State of Florida. Feb. 26, 1896.  
Vol. 29, p. 464.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of one thousand five hundred dollars be and the same hereby is appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for a survey and plans for the improvement of the entrance to Biscayne Bay, Florida, as recommended by the Chief of Engineers in his letter of February 26th, 1895; and for a survey and plans for the construction of a breakwater at Palm Beach, Florida; and the Secretary of War is directed to report the result of such surveys, together with plans and estimates for contemplated improvements, to Congress at the earliest practicable moment. Biscayne Bay and Palm-beach, Fla.  
Appropriation for survey, etc.

Approved, February 26, 1896.

[No. 20.] Joint Resolution Calling upon the Secretary of War for certain information in relation to the harbor at Manitowoc, in the State of Wisconsin. Mar. 2, 1896.  
Vol. 29, p. 465.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, requested to furnish the House with such information as he may have in his possession as to (first) the plans of the proposed project for the establishment of a channel of the depth of from twenty to twenty-one feet in the harbor of the city of Manitowoc, in the State of Wisconsin; (second) the approximate cost of such project; and (third) whether the same could not be advantageously adopted as a needed addition to or extension of the existing Government improvements at that harbor. Manitowoc, Wis.  
Plans for improving harbor to be furnished the House.

Approved, March 2, 1896.

[No. 22.] Joint Resolution Directing the Secretary of War to submit estimates for work upon Newtown Creek, New York. Mar. 11, 1896.  
Vol. 29, p. 465.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, author- Newtown Creek, N. Y.

Estimates for improving to be submitted.

ized and directed to submit estimates for work upon Newtown Creek, New York, with a view to secure a depth of eighteen feet and a width of one hundred and twenty-five feet at low water from its mouth to the head of navigation, in accordance with the plans heretofore submitted.

Approved, March 11, 1896.

Mar. 13, 1896.  
Vol. 29, p. 467.

[No. 26.] Joint Resolution Directing the Secretary of War to submit a plan and estimate for the further improvement of Conneaut Harbor, in the State of Ohio.

Conneaut, Ohio.  
Plan for improving harbor to be submitted.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he is hereby, directed to submit a plan and estimate for the further improvement of Conneaut Harbor, in the State of Ohio, and to transmit the same to Congress at as early a date as practicable.

Approved, March 13, 1896.

Mar. 16, 1896.  
Vol. 29, p. 467.

[No. 29.] Joint Resolution Authorizing the National Dredging Company to proceed with the work of dredging the channel of Mobile Harbor, under the direction of the Secretary of War.

Mobile, Ala.  
Dredging of harbor to continue under present contract.  
Vol. 29, p. 442.  
Post, p. 804.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the National Dredging Company, the contractor under the continuing contract for the improvement of the harbor at Mobile, Alabama, proceed with the work of dredging, under the direction of the Secretary of War, until the channel under improvement shall be completed to a width of two hundred and eighty feet and a depth of twenty-three feet for its full width of two hundred and eighty feet, payment therefor to be made at the rate specified in said contract, seven and seven-tenths cents per cubic yard, out of appropriations as they shall hereafter from time to time be made: *Provided*, That the payments upon said contract shall be held to be due only after appropriation shall have been made therefor, and shall not exceed in the aggregate the sum limited for said work in the appropriation bill of July thirteenth, eighteen hundred and ninety-two, authorizing a continuing contract for said work.

Approved, March 16, 1896.

Mar. 20, 1896.  
Vol. 29, p. 469.

[No. 33.] Joint Resolution Directing the Secretary of War to make a survey and submit an estimate for a breakwater in Marquette Bay.

Marquette Bay, Mich.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he is hereby, authorized and directed to report to Congress, as soon as possi-

ble, a survey of a proposed breakwater, not less than five hundred nor more than one thousand feet in length, extending into Marquette Harbor, or Bay, in Lake Superior, from the southeast corner, or headland, of Presque Isle, together with an estimate of the cost of such breakwater.

Approved, March 20, 1896.

Survey for  
breakwater di-  
rected.

[No. 34.] Joint Resolution Directing the Secretary of War to submit estimates for necessary repairs at Cleveland Harbor. Mar. 23, 1896.  
Vol. 29, p. 469.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to report to Congress, as soon as possible, what repairs are necessary to be made to the piers and breakwater in the harbor at Cleveland, in the State of Ohio, to preserve the same, and what would be the cost of making such necessary repairs; and also to report what changes, if any, should be made in the location of said piers, and what would be the cost of the same.

Approved, March 23, 1896.

Cleveland,  
Ohio.  
Estimate for  
repairs to  
piers, etc., di-  
rected.

[No. 35.] Joint Resolution Directing the Secretary of War to furnish an estimate for deepening the channel from Hampton Roads to the navy-yard at Norfolk, Virginia, and also for improving the western branch of the Elizabeth River. Mar. 24, 1896.  
Vol. 29, p. 469.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and is hereby, requested to furnish estimates as early as possible of the cost of broadening and deepening a channel to a width of one hundred and fifty yards and to a depth of twenty-eight feet from Hampton Roads to the United States navy-yard, Norfolk, Virginia, and also of improving the western branch of Elizabeth River and making the channel two hundred feet wide and twenty feet deep for a distance of about one mile, as indicated by the report of General Thomas L. Casey, Chief of Engineers, in Appendix J fifteen of the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, pages thirteen hundred to thirteen hundred and two.

Approved, March 24, 1896.

Norfolk, Va.  
Estimates  
for deepening  
channel Hamp-  
ton Roads and  
improving  
Western  
Branch of  
Elizabeth River  
to be sub-  
mitted.

[No. 36.] Joint Resolution Directing the Secretary of War to submit plans and estimates for the improvement of Fairport Harbor. Mar. 24, 1896.  
Vol. 29, p. 469.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby author- Fairport,  
Ohio.

Survey, etc.,  
of harbor di-  
rected.

ized and directed to report to Congress a re-survey of the Port of Fairport in the County of Lake and State of Ohio, with an estimate of the cost of such improvements as may be recommended by the Engineers in charge.

Approved, March 24, 1896.

Apr. 6, 1896.  
Vol. 29, p. 470.

[No. 40.] Joint Resolution Authorizing the immediate use of a portion of the unexpended balance of appropriations heretofore made for construction of canal and locks at the Cascades of the Columbia River in construction of protecting walls necessary to the opening of said canal and locks to navigaton.

Cascades of  
Columbia  
River.

Use of ap-  
propriation for  
protecting  
walls author-  
ized.

Vol. 27, pp.  
109, 603.

Ante, pp. 640,  
668.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

That the Secretary of War be, and is hereby, authorized and directed to expend so much as may be necessary of the unexpended balance of appropriations heretofore made by Congress for construction of the canal and locks at the Cascades of the Columbia River, not to exceed the sum of twenty thousand dollars, in constructing on the land and river sides of the canal, between the upper lock gate masonry and the upper guard gate masonry, such portions of the walls proposed in the modified project presented by the Board of Engineers in its report of October eighteenth, eighteen hundred and ninety-four (which report was printed in the Annual Report of the Chief of Engineers for the year eighteen hundred and ninety-five, part five, pages thirty-five hundred and seventy-six and following), as may be necessary to construct in advance of the opening of the canal to commerce: *Provided*, That the contractor or contractors for completing the construction of the said canal in accordance with the present adopted project shall consent to such use of a portion of the appropriations aforesaid, and shall make no claim of any kind against the United States on account thereof.

*Proviso.*  
Consent  
contractor.

Approved, April 6, 1896.

Apr. 6, 1896.  
Vol. 29, p. 470.

[No. 41.] Joint Resolution Directing the Secretary of War to submit estimates of cost of further improvement of Providence River and Narragansett Bay, Rhode Island.

Providence  
River and Nar-  
ragansett Bay,  
R. I.

Estimates for  
improvement to  
be submitted.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

That the Secretary of War is hereby directed to prepare and submit estimates for the improvement of Providence River and Narragansett Bay, Rhode Island, with a view of securing a ship channel four hundred feet in width and of a depth of twenty-five feet at mean low water from Sassafra Point, in Providence Harbor, through Providence River and Narragansett Bay by the most direct route practicable to the ocean by way of the "western passage," so called.

Approved, April 6, 1896.

[No. 43.] Joint Resolution To authorize the Secretary of War to prepare and submit estimates for the improvement of the harbor at Portland, Maine. Apr. 10, 1896.  
Vol. 29, p. 471.

*Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby directed to prepare and submit estimates for the improvement of the harbor at Portland, Maine, with a view of securing a depth of thirty feet at mean low water. Portland, Me.  
Estimates for  
improving har-  
bor directed.

Approved, April 10, 1896.

[No. 44.] Joint Resolution Directing the Secretary of War to transmit to Congress a report on survey of the waterway connecting the waters of Puget Sound, at Salmon Bay, with Lakes Union and Washington, and to submit an estimate of the cost of constructing said waterway. Apr. 18, 1896.  
Vol. 29, p. 471.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, directed to transmit to Congress the report of Captain Thomas W. Symons, Corps of Engineers, dated August twenty-ninth, eighteen hundred and ninety-five, together with the accompanying report of the assistant engineer, upon the survey of the waterway connecting the waters of Puget Sound, at Salmon Bay, with Lakes Union and Washington; also to submit an estimate of the cost of constructing the said waterway on the route described and laid down in the aforesaid report. Puget Sound  
to lakes Union  
and Washing-  
ton.  
Estimates,  
etc., of water-  
way to be sub-  
mitted.

Approved, April 18, 1896.

[No. 45.] Joint Resolution Directing the Secretary of War to submit a plan and estimate for the improvement of the Nebraska side of the Missouri River, opposite Sioux City, Iowa. Apr. 18, 1896.  
Vol. 29, p. 471.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby directed to cause to be prepared and submit a plan and estimate for the improvement of the Nebraska side of the Missouri River, opposite Sioux City, Iowa, in accordance with the report of Captain H. F. Hodges, Corps of Engineers, dated November sixteenth, eighteen hundred and ninety-four, and printed in House Executive Document Numbered Forty-eight, Fifty-third Congress, third session. Missouri  
River.  
Estimate for  
improving op-  
posite Sioux  
City, Iowa, to  
be submitted.

Approved, April 18, 1896.

[No. 48.] Joint Resolution Relative to the improvement of the harbor of Erie, Pennsylvania. Apr. 24, 1896.  
Vol. 29, p. 472.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he hereby is, directed Erie, Pa.

Report on improving harbor to be submitted.

to examine into the feasibility and advisability of the improvement of the harbor of Erie, Pennsylvania, by the construction of dikes to prevent the closing by sand of the entrance of said harbor and to make report thereon with an estimate of the cost of such improvement.

Approved, April 24, 1896.

May 1, 1896.  
Vol. 29, p. 720.

**CHAP. 148.**—An Act To execute the findings of the Court of Claims in the matter of the claim of John J. Shipman against the United States.

John J. Shipman, payment to.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to John J. Shipman, out of any moneys in the Treasury not otherwise appropriated, the sum of seventeen thousand eight hundred and eleven dollars and ninety-six cents, the same being the amount found by the Court of Claims to be due to the said John J. Shipman from the United States for stone furnished and delivered by the said Shipman to the United States and used by it in the construction of a lock on the Big Sandy River near Louisa, Kentucky, the said findings of the Court of Claims having been made in a proceeding and trial in said court authorized by resolution of the Senate of the sixteenth day of January, anno Domini eighteen hundred and eighty-nine, transmitting said claim to the Court of Claims under the provisions of an Act approved the third day of March, anno Domini eighteen hundred and eighty-three (twenty-second volume United States Statutes, four hundred and eighty-five), and an Act approved the third day of March, anno Domini eighteen hundred and eighty-seven (Twenty-fourth Statutes, page five hundred and five), to be instituted in said court against the United States.

Vol. 22, p. 485.

Vol. 24, p. 505.

Approved, May 1, 1896.

May 11, 1896.  
Vol. 29, p. 722.

**CHAP. 170.**—An Act For the relief of J. J. Lints.

J. J. Lints, payment to.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed, out of any money in the Treasury not otherwise appropriated, to pay to J. J. Lints, of Syracuse, New York, the sum of one thousand two hundred and eighty-nine dollars and thirty-three cents, in full for his services as custodian of the public property at Erie, Pennsylvania, from the eighth day of April, eighteen hundred and fifty-seven, to the tenth day of September, eighteen hundred and fifty-nine, inclusive.

Approved, May 11, 1896.



**CHAP. 208.**—An Act To establish certain harbor regulations for the District of Columbia.

May 19, 1896.  
Vol. 29, p. 126.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be unlawful for any owner or occupant of any wharf or dock, any master or captain of any vessel, or any person or persons to cast, throw, drop, or deposit any ballast, dirt, oyster shells, or ashes in the water in any part of the Potomac River or its tributaries in the District of Columbia, or on the shores of said river below high-water mark, unless for the purpose of making a wharf, after permission has been obtained from the Commissioners of the District of Columbia for that purpose, which wharf shall be sufficiently inclosed and secured so as to prevent injury to navigation.

District of  
Columbia.  
Harbor regu-  
lations.  
Deposit of  
ballast, etc., in  
navigable wa-  
ters forbidden.

**SEC. 2.** That it shall be unlawful for any owner or occupant of any wharf or dock, any captain or master of any vessel, or any other person or persons to cast, throw, deposit, or drop in any dock or in the waters of the Potomac River or its tributaries in the District of Columbia any dead fish, fish offal, dead animals of any kind, condemned oysters in the shell, watermelons, cantaloupes, vegetables, fruits, shavings, hay, straw, ice, snow, filth, or trash of any kind whatsoever.

Deposit of  
offal forbidden

**SEC. 3.** That any person or persons violating any of the provisions of this Act shall be deemed guilty of a misdemeanor, and on conviction thereof in the police court of the District of Columbia shall be punished by a fine not exceeding one hundred dollars or by imprisonment not exceeding six months, or by both such punishments, in the discretion of the court.

Penalty.

**SEC. 4.** That nothing in this Act contained shall be construed to interfere with the work of improvement in or along the said river and harbor, under the supervision of the United States Government.

Improvement  
not affected.

**SEC. 5.** That all acts or parts of acts inconsistent herewith are hereby repealed.

Repeal.

Approved, May 19, 1896.

**CHAP. 314.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

June 3, 1896.  
Vol. 29, p. 202.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers  
and harbors.

- Camden, Me. Improving harbor at Camden, Maine: Continuing improvement, ten thousand dollars.
- Rockland, Me. Improving harbor at Rockland, Maine: Continuing improvement, including project recommended by Chief of Engineers under date of December fourteenth, eighteen hundred and ninety-five, twenty-five thousand five hundred dollars, of which one thousand five hundred dollars may be expended for the removal of an old hulk sunk in the harbor: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said projects for the improvement of said harbor, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and sixty thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated.
- Proviso.*  
*Contracts.*
- Limit.
- Moosebe-  
bar, Me. Improving Moosebe-  
bar, Maine: Continuing im-  
provement, twelve thousand dollars.
- Portland, Me. Improving Portland Harbor, Maine, according to the report of the Chief of Engineers dated April seventeenth, eighteen hundred and ninety-six, and continuing improvement of Back Cove, according to existing project, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of such projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and ten thousand dollars, exclusive of the amount herein appropriated.
- Back Cove.  
*Proviso.*  
*Contracts.*
- Limit.
- Belfast, Me. Improving harbor at Belfast, Maine: Continuing improvement, eight thousand dollars.
- Mount Des-  
ert to Porcu-  
pine Island,  
Me., breakwa-  
ter.  
Sullivan Falls,  
Me. For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, ten thousand dollars.
- Vinalhaven,  
Me. Improving Carvers Harbor, at Vinal Haven, Maine, in accordance with plans submitted February sixth, eighteen hundred and ninety-five, ten thousand dollars.
- Little Har-  
bor, N. H. Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dol-  
lars.
- Burlington,  
Vt. Improving harbor at Burlington, Vermont: Continu-  
ing improvement, ten thousand dollars.
- Boston Mass.  
*Provisos.*  
*Distribution.* Improving harbor at Boston, Massachusetts: Continu-  
ing improvement, seventy thousand dollars: *Provided*, That this sum may, in the discretion of the Secretary of War, be used in the preservation and improvement of said harbor, including the project for improving the main ship channel, and that seven thousand dollars of this sum may, in the discretion of the Secretary of War, be used in im-  
proving Chelsea Creek, and so much thereof as the Secre-  
tary of War in his discretion shall direct to be expended  
for the protection of Great Head, Winthrop, to prevent

the further washing away by the action of the sea: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the revised project of August eleventh, eighteen hundred and ninety-two, such contracts to provide that said ship channel shall be widened to a minimum width of one thousand feet, and a minimum depth of twenty-seven feet, to be paid for as appropriations may from time to time be made by law, in the aggregate not to exceed one million one hundred and forty-five thousand dollars, exclusive of amount herein and heretofore appropriated.

Contracts.

Limit.

Improving harbor at Lynn, Massachusetts: Continuing improvement, twenty thousand dollars.

Lynn, Mass.

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty thousand dollars.

Nantucket, Mass.

Improving harbor at Plymouth, Massachusetts: Completing improvement, one thousand five hundred dollars.

Plymouth, Mass.

Improving harbor at Provincetown, Massachusetts: Completing improvement, one thousand five hundred dollars.

Provincetown, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, sixteen thousand dollars.

Newburyport, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, six thousand dollars.

Scituate, Mass.

Improving Stage Harbor at Chatham, Massachusetts: Completing improvement, five thousand dollars.

Chatham, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, six thousand dollars, of which sum two thousand five hundred dollars shall be expended for dredging.

Hyannis, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand dollars.

Vineyard Haven, Mass.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.

Sandy Bay, Cape Ann, Mass.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, thirty-four thousand dollars: *Provided*, That of this appropriation a sum not exceeding two thousand dollars may, in the discretion of the Secretary of War, be expended in removing from Gloucester Harbor a pinnacle rock in the outer harbor, a rock called "Elisha's Rock" in the inner harbor, and a rock near the ferry landing at Rocks Neck in the inner harbor.

Gloucester Mass. *Proviso.*

Removing rocks.

Improving Woods Hole Channel, Massachusetts, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, twenty thousand dollars.

Woods Hole, Mass.

Manchester Harbor, Massachusetts: The Secretary of War is directed, out of the appropriation on hand, to cause a survey and estimate of cost of improvement to be made with a view of straightening the channel between the mouth of Manchester Harbor and Proctors Point, re-

Manchester, Mass. Survey, etc. directed.

moving obstructions at the mouth of the channel and at the point of rocks, dredging the channel for its entire length between its mouth and the town wharf to a width of from two hundred feet narrowing to one hundred and fifty feet and a depth of eight feet, and providing turning basins and anchorage for boats by the dredging of the flats for that purpose.

**New Bedford, Mass.** Improving New Bedford Harbor, Massachusetts: Continuing improvement, with a view of securing an increased area for anchorage in the upper harbor, in accordance with reports submitted November twenty-ninth, eighteen hundred and ninety-five, ten thousand dollars.

**Great Salt Pond, Block Island, R. I.** Improving harbor, Great Salt Pond, Block Island, Rhode Island, in accordance with the report of November twenty-ninth, eighteen hundred and ninety-five, forty thousand dollars.

**Newport, R. I.** Improving harbor at Newport, Rhode Island: Continuing improvement, fifteen thousand dollars.

**Wickford, R. I.** Improving harbor at Wickford, Rhode Island, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, six thousand three hundred dollars.

**Block Island, R. I.** Improving harbor at Block Island, Rhode Island, five thousand dollars, in accordance with the approved modified project of December fourteenth, eighteen hundred and ninety-five.

**Bridgeport, Conn.** Improving harbor at Bridgeport, Connecticut: Continuing improvement, in accordance with the modified project, twenty-eight thousand dollars, ten thousand dollars of which shall be expended upon Yellow Mill Pond for constructing a channel twelve feet deep and two hundred feet wide from the main channel to the causeway, conditioned upon the construction by the city of Bridgeport of a drawbridge at the causeway upon plans approved by the Secretary of War.

**Drawbridge.** Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred thousand dollars.

**New Haven, Conn., breakwaters.** Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars, and the Secretary of War is directed to make a resurvey and submit plans and estimates for the improvement thereof.

**New Haven, Conn. Resurvey.** For continuing improvements at Stonington Harbor, Connecticut, five thousand dollars, this sum to be applied for the completion of a dike or water break around Stonington Point.

**Stonington, Conn.** Improving harbor at Five Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars.

**Five mile River, Conn.** Improving harbor at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, twenty-four thousand dollars.

**Duck Island, Conn.**

- Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars. Stamford,  
Conn.
- Improving harbor at Coscob and Mianus River, Connecticut: Continuing improvement in accordance with the modified project, eight thousand dollars. Coscob and  
Mianus River,  
Conn.
- Improving harbor at Norwalk, Connecticut, in accordance with the modified project, ten thousand dollars. Norwalk,  
Conn.
- Improving harbor at Westport, Connecticut, in accordance with project submitted November twenty-ninth, eighteen hundred and ninety-five, three thousand dollars. Westport,  
Conn.
- Improving Greenwich Harbor, Connecticut, according to the plan submitted by the Chief of Engineers in House Executive Document Numbered Twenty-five, Fifty-third Congress, third session, six thousand dollars. Greenwich,  
Conn.
- Improving harbor at Buffalo, New York: Improvement by extending the breakwater southerly to Stony Point: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out such extension and the plan of such improvement as modified in the report of the Chief of Engineers for the improvement of that harbor for eighteen hundred and ninety-five, such contracts to provide that the sand-catch pier be extended to the bulkhead line, at a cost not exceeding thirty-five thousand dollars, and that the northerly section of said extension to Stony Point and the sand-catch pier extension shall first be constructed, to be paid for as appropriations may from time to time be made by law, in the aggregate not to exceed two million two hundred thousand dollars: *And provided further*, That in making such contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended. Buffalo, N. Y.  
  
Provisos.  
Contracts.  
  
Limit.
- Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars. Canarsie  
Bay, N. Y.
- Improving harbor at Charlotte, New York: Continuing improvement, twelve thousand dollars. Charlotte,  
N. Y.
- Improving harbor at Wilson, New York: For dredging and maintenance, five thousand dollars, to be immediately available. Wilson, N. Y.
- Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars, in accordance with the modified project for its improvement: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the modified project for its improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and ninety-eight thousand two hundred and fifty eight dollars, exclusive of amount herein and heretofore appropriated. Dunkirk,  
N. Y.  
  
Proviso.  
Contracts.  
  
Limit.
- Improving harbor at Flushing Bay, New York: Continuing improvement, four thousand dollars. Flushing  
Bay, N. Y.

Glencove, N. Y.	Improving harbor at Glencove, New York: Continuing improvement, eight thousand dollars.
New York Harbor. Bay Ridge channel, etc.	Improving Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Buttermilk channels, in the harbor of New York, New York: Continuing improvement, two hundred thousand dollars: <i>Provided</i> , That the work shall be begun at the southerly end of Bay Ridge Channel and continue through it and the others in the order named, until each, as the work advances northerly, is completed in turn, so that each shall have a uniform mean low-water depth of twenty-six feet and width as recommended for each: <i>And provided further</i> , That out of said sum five thousand dollars shall be expended in dredging Gowanus Canal from Percival street to Hamilton Avenue Bridge: <i>And Provided further</i> , That contracts may be entered into by the Secretary of War for the completion of the whole of said work, to be paid for as appropriations may be made from time to time by law, not exceeding in the aggregate six hundred and thirty-seven thousand three hundred dollars, exclusive of the amount herein and heretofore appropriated.
Provisos. Plan.	
Gowanus Canal.	
Contracts.	
Limit.	
Brooklyn. Pier and bulkhead extended.	And in order to meet the demands of the greatly enlarged size of vessels, and of increasing commerce, it is hereby further provided that such piers as may be built between Seventeenth street, on the south shore of Gowanus Creek, and Fort Hamilton may be constructed so that so much thereof as shall be between the pier and bulkhead lines may be of a linear width not to exceed three hundred feet, and, whether of that width or of less width, may be filled with solid materials when an equal tidal prism or space to receive the inflow of the tides is provided in compensation therefor, behind the authorized bulkhead line and adjacent to said piers.
Permission to estate of J. P. Robinson.	For the purpose of strengthening and improving the bulkheads and pier along the property belonging to the estate of J. P. Robinson, which abuts on the channel known as Gowanus Creek channel, the said estate of J. P. Robinson, its heirs, their successors or assigns, are hereby authorized to construct and maintain the bulkhead distant thirty feet southerly from the present bulkhead line, beginning four hundred seventy feet from the southerly side of Bryant street and the easterly side of Court street, and said bulkhead shall then continue westerly parallel with the present bulkhead to a point distant forty-five feet from the present easterly line of the pier at present owned by the estate of J. P. Robinson, and extending thence southerly in a straight line distant forty-five feet from said pier line to the present bulkhead line continued, a distance of about three hundred and ninety-three feet.
Gowanus Creek channel.	Improving Gowanus Creek channel, New York, by deepening the same to twenty-six feet at mean low water, from the foot of Percival street to its junction with the Red Hook channel, twenty-five thousand dollars.

Improving Newtown Creek, part of the harbor at New York: Continuing improvement in accordance with modified project submitted March twenty-fifth, eighteen hundred and ninety-six, thirty thousand dollars: <i>Provided</i> , That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the modified project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and twenty thousand dollars, exclusive of the amount herein and heretofore appropriated.	Newtown Creek.	Proviso. Contracts.	Limit.
Improving harbor at Great Sodus Bay, New York: Continuing improvement, eight thousand dollars.	Great Sodus Bay, N. Y.		
Improving harbor at Little Sodus Bay, New York: Continuing improvement, eight thousand dollars.	Little Sodus Bay, N. Y.		
Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars.	Ogdensburg, N. Y.		
Improving harbor at Oswego, New York: Continuing improvement, sixty thousand dollars, in accordance with the modified project for its improvement, and fifteen thousand dollars thereof may, in the discretion of the Secretary of War, be used for the repair of the break-water.	Oswego, N. Y.		
Improving harbor at Rondout, New York: For maintenance, two thousand five hundred dollars.	Rondout, N. Y.		
Improving New York Harbor, New York: Continuing improvement, sixty thousand dollars.	New York, N. Y.		
Improving harbor at Saugerties, New York: For completion, two thousand five hundred dollars.	Saugerties, N. Y.		
Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.	Port Chester, N. Y.		
Improving Tonawanda Harbor and Niagara River to the north line of the village of North Tonawanda, New York: Continuing improvement, fifty thousand dollars.	Tonawanda, N. Y., and Niagara River.		
Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, thirteen thousand dollars, out of which sum five thousand dollars shall be used in dredging Lemon Creek, on Staten Island.	Staten Island and New Jersey channel.		
Improving harbor at Huntington, New York: Continuing improvement, five thousand dollars.	Huntington, N. Y.		
Improving harbor at Mamaroneck, New York: Continuing improvement, in accordance with report of Chief of Engineers, eighteen hundred and eighty-seven, ten thousand dollars.	Mamaroneck, N. Y.		
Improving harbor at Port Jefferson Inlet, New York, seven thousand five hundred dollars.	Port Jefferson, N. Y.		
Improving harbor at Pultneyville, New York: Continuing improvement, one thousand five hundred dollars.	Pultneyville, N. Y.		
Improving harbor at Peekskill, New York, in accordance with report submitted December first, eighteen hundred and ninety-four, ten thousand dollars.	Peekskill, N. Y.		
Improving harbor at Mattituck, New York, according to the project submitted in the Annual Report of the	Mattituck, N. Y.		

Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars.

Cape Vincent, N. Y.

Improving harbor at Cape Vincent, New York, according to the project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and eighty-nine, twenty-five thousand dollars.

Raritan Bay, N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement in accordance with modified project, seventy-five thousand dollars: *Provided*, That two-thirds of said amount shall be expended between South Amboy and Great Beds Light, in accordance with report in House Executive Document Numbered Two hundred and ninety-eight, Fifty-third Congress, third session.

*Proviso.*  
Distribution.

Keyport, N. J.

Improving Keyport Harbor, New Jersey: For maintenance, two thousand five hundred dollars.

Erie, Pa.  
Survey, etc.

Improving harbor at Erie, Pennsylvania: The Secretary of War is hereby directed to cause a survey to be made of the harbor at Erie, Pennsylvania, and the cost of improvement to be estimated, the expenses of the same to be paid from the unexpended balance of funds heretofore appropriated for the improvement of said harbor.

Delaware Breakwater.

Improving Delaware Breakwater, Delaware: Continuing improvement, eighty thousand dollars.

Harbor of refuge, Delaware Bay.

Constructing harbor of refuge, Delaware Bay, Delaware, in accordance with plans submitted by the Chief of Engineers, January twenty-ninth, eighteen hundred and ninety-two, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such material and work as may be necessary to complete said harbor of refuge, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four million six hundred and sixty thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That in making such contracts, the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended.

*Provisos.*  
Contracts.

Limit.

Wilmington, Del.

Improving harbor at Wilmington, and Christiana River, Delaware: Continuing improvement, in accordance with the modified project, twenty thousand dollars: *Provided moreover*, That of which amount five thousand dollars may, in the discretion of the Secretary of War, be expended during the year eighteen hundred and ninety-six in improving the channel between Churchman's Bridge and Snalley's [Smalley's] Bridge on said river, of which sum one-half shall be expended below and the other half above the drawbridge at Christiana village: *And provided further*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project of improvement, not including estimate for flushing basin and extension of jetty, to be paid for as appropriations may from time to

*Provisos.*  
Distribution.

Contracts.



time be made by law, not to exceed in the aggregate two hundred and twenty-five thousand eight hundred and forty-six dollars.

For maintenance and repairs of iron pier, Delaware Bay, near Lewes, Delaware, seven thousand six hundred and sixty dollars.

Lewes, Del.,  
iron pier.

Improving deep channel in Baltimore Harbor, Maryland, in accordance with the project submitted December first, eighteen hundred and ninety-four, four hundred thousand dollars: *Provided*, That this sum may be used in the discretion of the Secretary of War, under the direction of the Chief of Engineers, for deepening the present channel to a depth of thirty feet.

Baltimore,  
Md.

*Proviso.*  
Present chan-  
nel.

Improving Rock Hall Harbor, Maryland: Completing improvement, in accordance with report submitted by General William P. Craighill, Corps of Engineers, January seventh, eighteen hundred and ninety-five, nine thousand six hundred dollars.

Rockhall, Md.

Improving inner harbor at Rock Hall, Maryland, in accordance with report submitted by Chief of Engineers in House Executive Document Numbered Two hundred, third session, Fifty-third Congress, seven thousand dollars.

Inner har-  
bor.

Improving Queenstown Harbor, Maryland: Continuing improvement, five thousand dollars.

Queenstown,  
Md.

Improving harbor of Southwest Baltimore (Spring Garden), Maryland, in accordance with report submitted March seventh, eighteen hundred and ninety-six, for constructing channel one hundred feet wide on the bottom, five thousand dollars.

Southwest  
Baltimore, Md.

The proviso relating to the appropriation of ten thousand dollars for continuing the improvement of harbor at Cape Charles City, Virginia, and its approaches, as contained in the Act of July thirteenth, eighteen hundred and ninety-two, be, and the same is hereby, repealed.

Cape Charles  
City, Va.

Restriction  
removed.  
Vol. 27, p. 91.  
*Ante*, p. 616.  
Norfolk, Va.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred thousand dollars.

Improving harbor at Beaufort, North Carolina: Continuing improvement, five thousand dollars.

Beaufort, N.  
C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million nine hundred and ninety-six thousand two hundred and fifty dollars, exclusive of the amount herein appropriated.

Winyaw Bay,  
S. C.  
*Proviso.*  
Contracts.

Limit.

Harbor of Savannah, Georgia: Continuing improvement, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project of further improvement recommended by Cap-

Savannah,  
Ga.  
*Proviso.*  
Contracts.

tain O. M. Carter in his reports of December seventh, eighteen hundred and ninety-four, and July first, eighteen hundred and ninety-five, and to complete the project for the steamboat channel between Beaufort, South Carolina, and Savannah, Georgia, recommended by Captain O. M. Carter in his report of December fourth, eighteen hundred and ninety-five <sup>[a]</sup>, and mentioned in that report as route two <sup>[b]</sup>; to be paid for as appropriations may from time to time be made by law, not to exceed the amount of one million dollars, exclusive of amount herein or heretofore appropriated.

Steamboat  
channel.  
Vol. 30, p.  
1126.  
Post, p. 851.

Limit.

Brunswick,  
Ga.

Improving harbor at Brunswick, Georgia: For maintenance, fifteen thousand dollars, seven thousand of which may be expended in improving Academy Creek.

Outer bar.  
Payments to  
C. P. Goodyear.  
Vols. 27, pp.  
280, 529; 28,  
p. 342; 30, p.  
1125; 32, p.  
338.  
Ante, pp. 652,  
666, 682; post,  
pp. 850, 959.

Improving the outer bar of Brunswick, Georgia: C. P. Goodyear, the contractor with the Government of the United States to deepen the outer bar of Brunswick, Georgia, under the river and harbor Act of eighteen hundred and ninety-four, shall be paid <sup>[c]</sup> the sum of thirty thousand dollars for a twenty-three-foot depth when he shall receive a certificate that a twenty-four-foot depth has been obtained under said Act, together with the forty thousand dollars to which he will be entitled for such twenty-four-foot depth, out of moneys heretofore appropriated by said river and harbor Act of eighteen hundred and ninety-four. The survey provided for in said Act shall be made personally, under the supervision of the Secretary of War, by an experienced official of the Coast and Geodetic Survey, to be designated by the Secretary of War. And that when said C. P. Goodyear, his heirs and assigns, have procured a two-hundred-foot channel of a minimum depth of twenty-three feet at mean high tide, thirty thousand dollars shall be paid therefor; and when he has secured a channel two hundred feet wide, twenty-four feet deep at mean high tide, an additional forty thousand dollars shall be paid therefor; and that all of said deepening of said bar shall be completed within three years from the date of the passage of this Act: *Provided*, That no payments shall be made to said Goodyear or his legal representatives except upon a certificate of the Secretary of War, made after personal survey by an experienced officer of the Coast and Geodetic Survey selected by him for that purpose, that such depths and widths have severally been obtained by him

Survey, etc.

Proviso.  
Certificates.

<sup>a</sup> The report referred to bears the date January 22, 1895.

<sup>b</sup> The river and harbor act approved March 3, 1889, amends this item by permitting the construction of the channel by way of route numbered one instead of by route numbered two.

<sup>c</sup> The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act approved March 3, 1899), and \$45,000 (act approved June 13, 1902); total, \$265,000.

or them; and said officer shall make to Congress report in detail of the amount of work done, its cost and its value to the Government.

Improving Cumberland Sound, Georgia: Continuing improvements, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such material and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million three hundred and forty-five thousand dollars, exclusive of amount herein and heretofore appropriated.

Cumberland  
Sound, Ga.  
*Proviso.*  
Contracts.

Limit.

Improving harbor at Darien, Georgia: Continuing improvement, twenty thousand dollars, and the Secretary of War is hereby directed to report what is necessary to be done to deepen the bar known as Doboy Bar to twenty-four feet at mean high water, and whether the present obstruction can not be removed by means of dredging, and what the estimates of cost may be.

Darien, Ga.

Report on  
improving Do-  
boy bar.

Improving harbor at Apalachicola Bay and River, Florida: Continuing improvement, twelve thousand dollars.

Apalachicola  
Bay and River,  
Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, two hundred thousand dollars.

Pensacola,  
Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, eighty thousand dollars.

Key West,  
Fla.

Improving Charlotte Harbor and Pease Creek, Florida: Continuing improvement, twenty thousand dollars.

Charlotte,  
Fla.

Improving Carrabelle Bar and Harbor, Florida, ten thousand dollars, which sum shall be used in making a ten-foot channel from the mouth of Carrabelle River to the channel in the bay.

Carrabelle  
bar, Fla

Improving Mobile Harbor, Alabama: For maintenance of the channel by dredging, sixty thousand dollars, ten thousand dollars of which may, in the discretion of the Secretary of War, be used for engineering and contingent expenses connected with the superintendence and inspection of the work of dredging carried on under the provisions of the joint resolution of Congress approved March sixteenth, eighteen hundred and ninety-six.

Mobile, Ala.

Vol. 29, pp.  
467, 468.  
*Ante*, p. 738.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, eighty thousand dollars.

Calcasieu,  
River, La.

Improving and maintaining ship channel in Galveston Bay, Texas: Continuing improvement according to the existing project, fifty thousand dollars.

Galveston  
Bay, Tex.  
Vol. 29, p. 509.  
*Post*, p. 806.

For dredging the bar at Galveston, Texas, fifty thousand dollars.

Galveston.

Improving channel in West Galveston Bay, Texas: Continuing improvement according to existing project, five thousand dollars.

West Galves-  
ton Bay, Tex.

For the purpose of ascertaining the character and value of the improvements made at the mouth of the Brazos

Brazos River,  
Tex.

Report on  
improvements  
by Brazos Riv-  
er Channel and  
Dock Co.

River, Texas, by the Brazos River Channel and Dock Company, a board of engineers, one of whom shall be a civil engineer, to be appointed by the President, one a member of the Corps of Engineers of the United States Army, to be selected by the Secretary of War, and one a member of the Coast and Geodetic Survey, to be selected by the Superintendent of the Survey, shall personally make examination of the work done by said company for the purpose of deepening the channel and removing the bar at or near the mouth of said river. It shall be the duty of the board so constituted to report the depth of water upon the bar at the time of their examination, the character of the work done and the cost of the same, together with the value of said work to the Government of the United States, and such other information as they may deem essential. Said board shall report the result of their investigation to the Secretary of War on or before the first Monday in December next, and the Secretary shall immediately transmit the report to Congress, and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the expenses of the said board and for the services of the said engineer, the amount of such compensation for said services to be fixed by the Secretary of War.

Expenses.

Sabine Pass,  
Tex.  
*Proviso.*  
Contracts.

Improving harbor at Sabine Pass, Texas: Continuing improvement, seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Limit.

Ashtabula,  
Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvements, fifty thousand dollars, of which amount not less than forty thousand dollars shall be applied toward the construction of breakwaters according to a project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five.

Lorain, Ohio.

Improving harbor at Black River (Lorain), Ohio: Continuing improvements, including necessary dredging between piers, thirty thousand dollars, and the Secretary of War is authorized and directed to cause a survey of said harbor to be made, and the cost of improvement to be estimated, with a view to providing better access to said harbor and the safety of boats therein.

Cleveland,  
Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvements, eighty thousand dollars, to be used for extension of breakwater, according to plans heretofore adopted; also, for repair and rebuilding, as well as relocation, when desirable, of the piers and breakwater already constructed, and for widening and extending the channel between the piers and in the outer harbor and

maintaining the necessary depth in accordance with report submitted March twenty-fifth, eighteen hundred and ninety-six: *Provided*, That contracts may be entered into by the Secretary of War for the completion of the above projects, to be paid for as appropriations may from time to time be made by law, the cost not to exceed in the aggregate one million three hundred and fifty-four thousand dollars: *And provided also*, That the Secretary of War be directed to cause a survey to be made of the said breakwater as heretofore planned, with a view of determining the advisability of changing the plan thereof so as to abandon the proposed construction of the eastern shore arm, and in lieu thereof extending the said breakwater eastwardly in a general direction parallel with the shore; and the sums hereby appropriated, or authorized to be expended, may be expended in such manner as the Secretary of War may deem best for the improvement of said harbor.

*Provides.  
Contracts.*

*Survey for  
new plan, etc.*

Improving harbor at Fairport, Ohio: Continuing improvement, thirty thousand dollars, of which amount not less than twenty thousand dollars shall be applied toward the construction of a breakwater according to the project submitted April third, eighteen hundred and ninety-six.

*Fairport,  
Ohio.*

Improving harbor at Huron, Ohio: Continuing improvement and making necessary repairs to piers, eight thousand dollars.

*Huron, Ohio.*

Improving harbor at Port Clinton, Ohio: Continuing improvement, including necessary repairs, six thousand dollars.

*Port Clinton,  
Ohio.*

Improving harbor at Sandusky, Ohio: Continuing improvement, forty thousand dollars; and the Secretary of War is directed to cause a survey to be made of the bar at the mouth of the harbor and the cost of improvement to be estimated, with a view to securing and maintaining a permanent navigable channel of sufficient depth next to Cedar Point.

*Sandusky,  
Ohio.  
Survey.*

Improving harbor at Toledo, Ohio: Continuing improvements of straight channel through Maumee Bay, including necessary expense for dredging and maintenance of the harbor, one hundred and fifty thousand dollars, a part of which may be used in the discretion of the Secretary of War in removing shoal in the old channel and in extending the improvement up the Maumee River.

*Toledo, Ohio.*

Improving harbor at Vermilion, Ohio: Continuing improvement, two thousand dollars.

*Vermilion,  
Ohio.*

Improving harbor at Conneaut, Ohio: For improvements under existing plans, forty thousand dollars, of which amount not less than twenty thousand dollars shall be applied toward the construction of a breakwater according to the project submitted March twenty-fourth, eighteen hundred and ninety-six.

*Conneaut,  
Ohio.*

Improving outer harbor at Michigan City, Indiana: Continuing improvement, seventy thousand dollars.

*Michigan  
City, Ind.*

Improving inner harbor at Michigan City, Indiana: Continuing improvement, ten thousand dollars.

Wolf Lake, Ind. Improving outlet to Wolf Lake, Indiana, in accordance with the approved project for the improvement thereof, eight thousand dollars.

Chicago, Ill., Calumet Harbor. Improving Calumet Harbor at Chicago, Illinois: Continuing improvement, including the amended project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, seventy-five thousand dollars.

Waukegan, Ill. Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.

Charlevoix, Mich. Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, twenty thousand dollars.

Frankfort, Mich. Improving harbor at Frankfort, Michigan: Continuing improvement, and repairs and providing a navigable depth of eighteen feet, fifteen thousand dollars.

Grand Haven, Mich. Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty thousand dollars.

Grand Marais, Mich. Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty-four thousand dollars.

Manistee, Mich. Improving harbor at Manistee, Michigan: Continuing improvement and dredging the interior channel, fifteen thousand dollars, and all moneys heretofore appropriated and now unexpended may be used for dredging such interior channel at the discretion of the Secretary of War.

Limitation repealed.

Vol. 28, p. 344.

Ante, p. 686.

Holland, Mich. Improving harbor at Holland (Black Lake), Michigan: Continuing improvement, ten thousand dollars.

Monroe, Mich. Improving harbor at Monroe, Michigan: Continuing improvement by dredging channel, five thousand dollars.

Muskegon, Mich. Improving harbor at Muskegon, Michigan: Continuing improvement, thirty thousand dollars.

Ontonagon, Mich. Improving harbor at Ontonagon, Michigan: Continuing improvement, and for repairs, ten thousand dollars.

Pentwater, Mich. Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars.

Sand Beach (Harbor Beach), Mich. Improving harbor of refuge at Sand Beach, Michigan: Continuing improvement according to the existing project, sixteen thousand dollars.

Portage Lake, Mich. Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars.

S. Joseph, Mich. Improving Benton Harbor Canal and harbor at Saint Joseph, Michigan: Continuing improvement, thirty thousand dollars.

South Haven, Mich. Improving harbor at South Haven, Michigan: Continuing improvement, fifteen thousand dollars.

White Lake, Mich. Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.

Improving harbor at Marquette, Michigan: Continuing improvement, twenty-nine thousand dollars.	Marquette, Mich.
Improving harbor at Ludington, Michigan: Continuing improvement, twenty-five thousand dollars.	Ludington, Mich.
Improving harbor at Petoskey, Michigan: Continuing improvement, eight thousand dollars.	Petoskey, Mich.
Improving harbor at Saugatuck, Michigan: Continuing improvement, ten thousand dollars.	Saugatuck, Mich.
Improving harbor at Menominee, Michigan and Wisconsin: Continuing improvement, seven thousand one hundred and fifty dollars, for maintenance of channel and pier.	Menominee, Mich. and Wis.
Improving Cheboygan Harbor, Michigan: Continuing improvement, twelve thousand dollars.	Cheboygan, Mich.
Improving harbor at Alpena, Michigan: Continuing improvement, two thousand five hundred dollars.	Alpena, Mich.
Constructing harbor of refuge at Presque Isle Point, Marquette Bay, Michigan, in accordance with report submitted March twenty-first, eighteen hundred and ninety-six, twenty thousand dollars.	Presque Isle Point, Mich.
Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars.	Ahnapee, Wis.
Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-five thousand dollars <sup>a</sup> , of which sum five thousand dollars may, in the discretion of the Secretary of War, be expended on the Fox River, below Depere, Wisconsin.	Green Bay, Wis. Vol. 30, p. 122. Post, p. 818.
Improving harbor at Kenosha, Wisconsin: Continuing improvement, twenty-four thousand dollars, of which sum four thousand dollars, or so much thereof as may be necessary, shall be expended in dredging in the harbor basin and removing wreck therefrom, and the balance of said twenty-four thousand dollars, or so much thereof as may be necessary, may be used for repairing piers and deepening and maintaining channel.	Kenosha, Wis.
Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty-five thousand dollars.	Kewaunee, Wis.
Improving harbor at Manitowoc, Wisconsin: Completing improvement, forty-four thousand four hundred and forty dollars, to be expended on plan submitted March tenth, eighteen hundred and ninety-six, for extending piers to the twenty-two-foot contour and deepening channel.	Manitowoc, Wis.
Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, twenty thousand dollars: <i>Provided</i> , That the Secretary of War may enter into contracts for such material and work as may be necessary to complete the present project of said harbor of refuge, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred	Milwaukee, Wis., harbor of refuge. <i>Proviso.</i> Contracts.  Limit.

<sup>a</sup> To correct an error in enrolling this act the deficiency act approved July 19, 1897, appropriates \$5,000 additional for continuing the improvement of Green Bay Harbor.

and sixty-eight thousand seven hundred and thirty-seven dollars and ninety-one cents, exclusive of the amount herein and heretofore appropriated.

Milwaukee, Wis. Improving harbor at Milwaukee, Wisconsin: For maintenance, seven thousand dollars.

Port Washington, Wis. Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand five hundred dollars.

Racine, Wis. Improving harbor at Racine, Wisconsin: Continuing improvement, twenty-seven thousand dollars; of which sum so much as may be necessary may be used for repairs of piers and maintenance of channel.

Sheboygan, Wis. Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-six thousand dollars.

Ashland, Wis. Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-seven thousand dollars.

Two Rivers, Wis. Improving harbor at Two Rivers, Wisconsin: Continuing improvement, five thousand dollars.

Sturgeon Bay Canal, Wis. Improving Sturgeon Bay Canal harbor of refuge: For maintenance of channel and piers, five thousand dollars.

Oconto, Wis. Improving harbor at Oconto, Wisconsin: Continuing improvement, four thousand dollars.

Pensaukee, Wis. Improving harbor at Pensaukee, Wisconsin: For maintenance, one thousand dollars.

Sturgeon Bay and Lake Michigan Ship Canal. Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, thirty thousand dollars, and so much thereof as may be necessary may be used for the maintenance, operating, and care of the works.

South Milwaukee, Wis. Improving harbor at South Milwaukee, Wisconsin, in accordance with report and plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, five thousand dollars.

Duluth, Min., and Superior, Wis. Distribution. For improving the harbor at Duluth, Minnesota, and Superior, Wisconsin, at the west end of Lake Superior: Continuing improvement, fifty thousand dollars, whereof thirty thousand dollars shall be expended upon the Duluth portion of said harbor, and twenty thousand dollars shall be expended upon the Superior portion thereof; and

Contracts. contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project for deepening said harbor and the entrances

Vol. 28, p. 586. thereto, reported to the War Department by the commission of engineers appointed under the joint resolution of Congress, approved June twenty-ninth, eighteen hundred and ninety-four, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of three million eighty thousand five hundred and fifty-three dollars, exclusive of the amount herein and heretofore appropriated: *Provided*, That such

*Provisos.* Modifications. project of improvement may be subject to modification in the interests of commerce, as the Secretary of War may



direct, as the work progresses, without, however, increasing the above aggregate: *Provided, further*, That in making such contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended: *And, provided further*, That the Secretary of War may reserve out of appropriations for such work, as the same shall become available, a sufficient amount, to be applied under his direction, to the repairing and maintenance of the present piers at the entrances to said harbor.

Limit.

Maintenance  
of piers.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, three thousand dollars.

Grand Marais,  
Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, fifty thousand dollars.

Agate Bay,  
Minn.

Improving harbor at Oakland, California: Continuing improvement, under existing project, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and sixty-six thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Oakland, Cal.

*Proviso.*  
Contracts.  
Vol. 30, p. 45.  
*Post*, p. 810.

Limit.

Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

San Diego,  
Cal.

For a deep water harbor for commerce and of refuge at Port Los Angeles, in Santa Monica Bay, California, or at San Pedro, in said State, the location of said harbor to be determined by an officer of the Navy, to be detailed by the Secretary of the Navy, an officer of the Coast and Geodetic Survey, to be detailed by the Superintendent of said Survey, and three experienced civil engineers, skilled in riparian work, to be appointed by the President, who shall constitute a Board, and who shall personally examine said harbors, the decision of a majority of which shall be final as to the location of said harbor. It shall be the duty of said Board to make plans, specifications, and estimates for said improvement. Whenever said Board shall have settled the location and made report to the Secretary of War of the same, with said plans, specifications, and estimates, then the Secretary of War may make contracts for the completion of the improvement of the harbor so selected by said Board, according to the project reported by them, at a cost not exceeding in the aggregate two million nine hundred thousand dollars, and fifty thousand dollars is hereby appropriated, so much thereof as may be necessary to be used for the expenses of the Board and payment of the civil engineers for their services, the amount to be determined by the

Deep-water  
harbor at Port  
Los Angeles or  
San Pedro, Cal.

Board to  
choose loca-  
tion.  
Vol. 30, p.  
631.  
*Post*, p. 829.

Contracts.

Limit.

Expenses.  
Vol. 29, p.  
531.  
*Post*, p. 806.  
Vol. 30, p. 45.  
*Post*, p. 811.

*Provisos.*

If Port Los Angeles is selected, Southern Pacific Company must agree to share pier, etc.

Agreement to be executed.

Charges for rock and freight.

San Luis Obispo, Cal.

Wilmington, Cal.

Secretary of War [a]: *Provided, however,* That if the board hereby constituted, as in this section provided shall determine in favor of the construction of a breakwater at Port Los Angeles, no expenditure of any part of the money hereby appropriated shall be made, nor shall any contract for the construction of such breakwater be entered into, until the Southern Pacific Company, or the owner or owners thereof, shall execute an agreement and file the same with the Secretary of War that any railroad company, or any corporation engaged in the business of transportation, may share in the use of the pier now constructed at Port Los Angeles and the approaches and tracks leading thereto, situate westerly of the easterly entrance to the Santa Monica tunnel, upon such just and equitable terms as may be agreed upon between the parties, and if they fail to agree, then to be determined by the Secretary of War; and before any expenditure of the money hereby appropriated is made for the construction of a breakwater at Port Los Angeles said Southern Pacific Company, or the owner of the tracks and approaches leading to said pier, shall execute an agreement and file the same with the Secretary of War, that any railroad or transportation company or corporation desiring to construct a wharf or pier in Santa Monica Bay may, for the purpose of approaching such wharf or pier, and for the purpose of constructing and operating the same, cross the track or tracks, approaches and right of way now used by the Southern Pacific Company under such regulations as may be prescribed by the Secretary of War, and upon the payment of such compensation as that officer may find to be reasonable: *Provided, further,* That in event said harbor is located at Port Los Angeles, no greater royalty on the rock used for the construction of the breakwater than twelve and a half cents a cubic yard shall be charged, and the Southern Pacific Company shall charge no more than one-half a cent a ton mile for freight on rock transported over its road.

Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.

Improving Wilmington Harbor, California, in accordance with the project submitted February seventh,

<sup>a</sup> Act approved Feb. 17, 1897, amends this paragraph by inserting, after the clause providing for payment of expenses, etc., of the Board, the following language: "The officer of the Navy detailed to serve on this board shall receive from said appropriation, in addition to his mileage provided for in section 1566 of the Revised Statutes, and notwithstanding its provisions, such a per diem allowance for subsistence as the Secretary of War may deem proper."

The sundry civil act approved June 4, 1897, provides that the member of the Board detailed from the Coast and Geodetic Survey shall receive a similar per diem allowance.

The report of the Board is printed as Senate Document No. 18, Fifty-fifth Congress, first session.

eighteen hundred and ninety-five, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and forty-two thousand dollars, exclusive of the amount herein appropriated; but no such contracts shall be entered into until the Board provided for in this Act to determine the location of a deep water harbor for commerce and of refuge, as between Port Los Angeles in Santa Monica Bay and San Pedro, in the State of California, has made its report to the Secretary of War, and not at all if said report shall be in favor of San Pedro as the location of said harbor.

Vol. 32, p. 346.  
Post, p. 970.  
*Proviso.*  
Contracts.

To await decision of deep-water harbor.  
*Ante*, p. 759.

Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, ninety-five thousand dollars.

Coos Bay, Oreg.

Improving Yaquina Bay, Oregon: Continuing improvement, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project as recommended by the Board of Officers of the Engineer Corps October eleventh, eighteen hundred and ninety-five, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars, exclusive of amount herein and heretofore appropriated.

Yaquina Bay, Oreg.  
*Proviso.*  
Contracts.  
Vol. 31, p. 587.  
Post, p. 923.

Limit.

Improving harbor at Coos Bay, Oregon, fourteen thousand three hundred and ninety dollars: *Provided*, That so much of this sum as may be necessary shall be added to the amount now on hand for the construction or purchase of a dredge and two hopper scows, and that dredging within the limit of this appropriation may be contracted for in the discretion of the Chief of Engineers, and in such portion of the bay as may be found necessary.

Coos Bay, Oreg.  
*Proviso.*  
Dredging apparatus.  
Vol. 30, pp. 631, 632.  
Post, p. 830.

Improving Port Orford Harbor, at Grave Yard Point, Oregon, according to plan recommended by Captain Thomas W. Symons, of the Corps of Engineers, as per House Document Numbered Three hundred and thirteen, Fifty-third Congress, third session, January thirtieth, eighteen hundred and ninety-five, to cost not to exceed two hundred and three thousand three hundred and thirty-six dollars, and the unexpended balance of the appropriation heretofore made March third, eighteen hundred and seventy-nine, for the establishment of a harbor of refuge on the Pacific coast is hereby transferred to be expended on this improvement, if in the opinion of the Secretary of War the interests of commerce demand such expenditure.

Port Orford, Oreg.

Necessity for, to be decided by Secretary of War.

Vol. 20, p. 372.  
*Ante*, p. 297.  
Vol. 22, p. 209.  
*Ante*, p. 383.

Improving Tillamook Bay and Bar, Oregon: Continuing improvement, seventeen thousand dollars.

Tillamook Bay, Oreg.

Improving Grays Harbor and bar entrance, Washington, in accordance with plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and

Grays Harbor, Wash.

<i>Proviso.</i> Contracts.	ninety-five, twenty thousand dollars: <i>Provided</i> , That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate nine hundred and eighty thousand dollars, exclusive of the sum herein appropriated, and the Secretary of War may, in his discretion, transfer the Government plant, or any part of it, now at the mouth of the Columbia River, to Grays Harbor.
Limit.	
Olympia, Wash. Survey.	Improving Olympia Harbor, Washington: Continuing improvement, thirty-two thousand dollars; and that a survey be made of the Deschutes River at its entrance in Olympia Harbor, and the cost of its improvement to be estimated.
Everett, Wash.	Improving Everett Harbor, Washington: Continuing improvement, twenty thousand dollars.
Portland Canal, Alaska.	For survey of Portland Channel [Canal], Alaska, five thousand dollars.
Rivers. Bagaduce River, Me.	Improving Bagaduce River, Maine: Continuing improvement, five thousand dollars.
Kennebec River, Me.	Improving Kennebec River, Maine: Continuing improvement, fifty-five thousand dollars; and the Secretary of War may, in his discretion, expend so much of this as may be necessary for repairing damages to improvements heretofore made, by the recent freshet.
Narraguagus River, Me.	Improving Narraguagus River, Maine: Continuing improvement, five thousand dollars.
Saco River, Me.	Improving Saco River, Maine, including breakwater: Continuing improvement, ten thousand dollars.
Lubec Chan- nel, Me.	Improving Lubec Channel, Maine: Continuing improvement, thirty-two thousand dollars.
Union River, Me.	Improving Union River, Maine, by dredging, fifteen thousand dollars.
Georges River, Me.	Improving Georges River, Maine, in accordance with plan submitted January twenty-first, eighteen hundred and ninety-five, ten thousand dollars.
Sasanoa Riv- er, Me.	Improving Sasanoa River, Maine, according to plan submitted December nineteenth, eighteen hundred and ninety-four, completing improvement, nineteen thousand dollars.
Cocheco Riv- er, N. H.	Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars.
Otter Creek, Vt.	Improving Otter Creek, Vermont: Continuing improvement, five thousand dollars.
Powow Riv- er, Mass.	Improving Powow River, Massachusetts: Continuing improvement, twelve thousand dollars.
Taunton River, Mass.	Improving Taunton River, Massachusetts: Continuing improvement, five thousand dollars.
Weymouth River, Mass.	Improving Weymouth River, Massachusetts: Continuing improvement, fifteen thousand dollars, of which ten thousand dollars shall be used in the improvement of Weymouth Back River.

Improving Essex River, Massachusetts: Continuing improvement, five thousand dollars. Essex River, Mass.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, ten thousand dollars. Mystic and Malden rivers, Mass.

For the improvement of the channel of the Merrimac River, Massachusetts, by removing certain rocks therein below Rock Bridge, five thousand dollars. The Secretary of War is directed to furnish to the House of Representatives an estimate of the cost of improving the Merrimac River, Massachusetts, by dredging the channel thereof between Newburyport and Haverhill of the width of one hundred and fifty feet and of the depth of seven feet at mean low water, provided the estimate can be furnished from surveys already made. Merrimac River, Mass.

Estimate.

Improving Town River, Massachusetts, in accordance with recommendations submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars. Town River, Mass.

Improving Sakonnet River, Rhode Island: For widening and deepening the passage at the draw of the Stone Bridge over the Sakonnet River, Rhode Island, twenty thousand dollars. Sakonnet River, R. I.

Improving Pawtucket River, Rhode Island: Continuing improvement, twenty thousand five hundred dollars. Pawtucket River, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement, fifteen thousand dollars. Pawcatuck River, R. I. and Conn.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, according to the report of the Chief of Engineers, dated April ninth, eighteen hundred and ninety-six, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and seven thousand dollars, exclusive of the amount herein and heretofore appropriated. Providence River and Narragansett Bay, R. I.

Proviso.  
Contracts.

Limit.

Improving Green Jacket Shoal, Providence, Rhode Island: Continuing improvement, seven thousand five hundred dollars. Green Jacket shoal, R. I.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars. Connecticut River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement, twenty-five thousand dollars. Housatonic River, Conn.

Improving Thames River, Connecticut: Continuing improvement, twelve thousand dollars. Thames River, Conn.

Improving Mystic River, Connecticut: Continuing improvement three thousand five hundred dollars. Mystic River, Conn.

Improving Harlem River, New York: Continuing improvement, one hundred and twenty-five thousand dollars. And the Secretary of War is hereby authorized and directed to prescribe suitable rules and regulations in respect to the height and construction of the pilot Harlem River, N. Y.

Secretary of War to prescribe rules for tugs.

- houses, flag poles, and smokestacks of all tugs propelled by steam, with or without vessels in tow, habitually using said river, from and after the completion of the bridges at Third and Fourth avenues now being modified by direction of the Secretary of War, in accordance with the Act of Congress approved September nineteenth, eighteen hundred and ninety, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," to the end that the draws of said bridges shall not be required to be opened or operated oftener than necessary between ten o'clock in the forenoon and five o'clock in the afternoon: *Provided*, That the draw of the bridge at the mouth of Spuyten Duyvil Creek, authorized by the Secretary of War August twenty-eighth, eighteen hundred and ninety-four, to be reconstructed at the height of only three and one-half feet above high water, be opened at all times during the day and night when approached by boats desiring to pass it.
- Vol. 26, p. 437.*  
*Ante, p. 559.*  
*Proviso.*  
*Draw over*  
*Spuyten Duyvil Creek.*
- East River and Hell Gate, N. Y. Improving East River and Hell Gate, New York: Continuing improvement, sixty thousand dollars.
- Brown's Creek, N. Y. Improving Brown's Creek, Sayville, Long Island, New York: Continuing improvement, four thousand dollars.
- East Chester Creek, N. Y. Improving East Chester Creek, New York: Continuing improvement, ten thousand dollars.  
*Vol. 29, p. 535.*  
*Post, p. 807.*
- Patchogue River, N. Y. Improving Patchogue River, New York: Completing improvement, thirteen thousand dollars.
- St. Lawrence River, N. Y. Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, twenty-five thousand dollars, to be expended for improving shoals between Sister Islands and Cross-Over Light and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.
- Niagara River, N. Y. Improving Niagara River from Tonawanda to Port Day, in accordance with plan adopted by Congress in the river and harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four: Continuing improvement, fifteen thousand dollars.  
*Vol. 28, p. 341.*  
*Ante, p. 681.*
- Bronx River, N. Y. Improving Bronx River, New York, in accordance with the plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars.
- Passaic River, N. J. Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.
- Raritan River, N. J. Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.
- Shrewsbury River, N. J. Improving Shrewsbury River, New Jersey: Continuing improvement, fifteen thousand dollars.
- South River, N. J. Improving South River, New Jersey: Continuing improvement, five thousand dollars.
- Alloway Creek, N. J. Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

Improving Dennis Creek, New Jersey, in accordance with the project submitted January seventh, eighteen hundred and ninety-five, five thousand dollars.

Dennis  
Creek, N. J.

Improving Elizabeth River, New Jersey: Completing improvement, three thousand one hundred and sixty dollars.

Elizabeth  
River, N. J.

Improving Mattawan Creek, New Jersey: For dredging, three thousand dollars.

Mattawan  
Creek, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, two thousand dollars; which sum shall be expended in the improvement of the Lumberton branch of said river.

Rancocas  
River, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, five thousand dollars; which sum shall be expended for extending the improved channel farther toward the five foot contour of Raritan Bay.

Shoal Har-  
bor and Com-  
pton Creek, N. J.

Improving Goshen Creek, New Jersey: Continuing improvement, three thousand dollars.

Goshen  
Creek, N. J.

Improving Cooper Creek, New Jersey: Completing improvement, in accordance with the plan submitted January fourth, eighteen hundred and ninety-five, thirty-seven thousand dollars, of which amount two thousand five hundred dollars, or so much thereof as may be necessary, shall be expended in rebuilding the dike on Government reservation in the Delaware River at Woodbury Creek.

Cooper  
Creek, N. J.

Improving Allegheny River, Pennsylvania: Continuing improvement, twelve thousand five hundred dollars.

Allegheny  
River, Pa.

For continuing construction of lock and dam at Herr Island, Allegheny River, under existing project, and commencing construction of two additional locks and dams on said river, one above the head of Six Mile Island and the other at Springdale, according to report submitted January twenty-second, eighteen hundred and ninety-six, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the projects of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and ninety-four thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated.

Herr Island  
dam, etc.

*Proviso.*  
Contract.

Limit.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty thousand dollars.

Schuylkill  
River, Pa.

Improving Delaware River, from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, five hundred thousand dollars, of which five thousand dollars shall be expended in the improvement of the channel over Perriwig Bar, and three thousand dollars shall be expended in rebuilding and enlarging the dike, on Government reservation, at the junction of the Schuylkill and Delaware rivers, at Fort Mifflin: *Provided*, That so much of said sum of five hundred thousand dollars as

Delaware  
River, Pa. and  
N. J.  
Distribution.

*Provisos,*

Dredging  
Dan Baker  
shoal.

Board of of-  
ficers to report  
on dike be-  
tween Reedy  
Island and  
Listons Point.

Recommen-  
dations to be  
carried out.

Dredging  
channels.

Monongahela  
River, Pa.  
Condemna-  
tion proceed-  
ings author-  
ized.  
Vols. 25, p.  
411; 26, p. 438;  
28, pp. 348, 973.  
*Ante*, pp. 497,  
560, 691, 735.

Expenses.

Judgment.

shall be necessary may, in the discretion of the Secretary of War, be expended in dredging a channel through Dan Baker Shoal to the depth of twenty-six feet at low water: *And provided further*, That no part of said appropriation or of any appropriations heretofore made shall be expended upon the building of a dike between Reedy Island and Liston's Point, until a board of three engineer officers, to be appointed by the Secretary of War, shall consider and report to the Secretary of War on the first Monday in December of the current year; as to the project of said dike with reference to preserving and improving the navigation of the Appoquinimink River and Blackbird Creek, and the riparian rights and facilities of the Delaware shore as well as to deepening the main channel of said river. And the Secretary of War is hereby authorized to carry out the recommendations of said board; and to modify the present contract, if necessary, and adjust any loss with the contractor occasioned by the provisions of this Act, and to pay the same out of the appropriation under which the said contract was made; also to expend the additional sum of twenty-five thousand dollars in his discretion for such dredging as may be necessary for the maintenance of channels from the mouths of the Appoquinimink River and Blackbird Creek to the channel of the Delaware River through the dike now being constructed from Reedy Island to Liston's Point for the improvement of the Delaware.

Improving the Monongahela River, Pennsylvania: The Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of all the property and its appurtenances of the Monongahela Navigation Company, a corporation of Pennsylvania, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania, with right of appeal by either party to the Supreme Court of the United States. And the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said proceedings; and upon final judgment being entered therein, the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof



is hereby appropriated [<sup>a</sup>] out of any moneys in the Treasury not otherwise appropriated. And when said property and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof and the same shall thereafter be subject to the provisions of section four of an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Tolls to be abolished; payment of operating expenses authorized. Vol. 23, p. 147. *Ante*, p. 415.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars.

Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.

Smyrna River, Del.

Improving Murderkill River, Delaware: Continuing improvement, six thousand five hundred dollars.

Murderkill River, Del.

Improving the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the right of way is secured without cost to the United States, but the right of way over any railroad or through any railroad or county bridge shall not be subject to this proviso, and may be secured by condemnation proceedings.

Waterway Delaware and Chincoteague bays.

*Proviso.*  
Right of way.

Improving Broad Creek River, Delaware: Continuing improvement, five thousand dollars.

Broad Creek River, Del.

Improving Choptank River, Maryland: Continuing improvement, two thousand dollars.

Choptank River, Md.

Improving Chester River, Maryland: Continuing improvement, one thousand five hundred dollars.

Chester River, Md.

Improving Manokin River, Maryland: Continuing improvement, four thousand dollars, of which sum two thousand dollars shall be expended in improving said river between Dashiells Creek and a point on said river known as the Red Bridge or County Wharf.

Manokin River, Md.

Improving Wicomico River [<sup>b</sup>], Maryland: Completing improvement, three thousand seven hundred dollars.

Wicomico River, Md.

Improving Pocomoke River, Maryland, below Snow Hill, in accordance with report submitted February twenty-fifth, eighteen hundred and ninety-five, five thousand dollars.

Pocomoke River, Md.

<sup>a</sup> Pursuant to the provisions of this act all of the company's property on this river was acquired by the United States with the funds thus provided, the total cost of acquisition (including (1) \$5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7, and (2) \$2,157.06 expended under this act—June 3, 1896—from the \$5,000 appropriated therein to defray expenses of condemnation, the balance thereof, viz, \$2,842.94 having been carried to the surplus fund) being \$3,769,073.88, of which \$3,761,615.46 was the award in condemnation.

<sup>b</sup> On the eastern shore.

Warwick River, Md.	Improving Warwick River, Maryland: Continuing improvement, two thousand dollars.
Patapsco River, Md.	Improving Patapsco River and channel to Baltimore: For maintenance, fifty thousand dollars.
Nanticoke River, Del. and Md.	Improving Nanticoke River, Delaware and Maryland: Continuing improvement, in accordance with report and plan submitted February fourteenth, eighteen hundred and ninety-five, three thousand dollars.
Potomac River, D. C.	Improving Potomac River, Washington, District of Columbia: Continuing improvement, one hundred thousand dollars: <i>Provided</i> , That for carrying on said improvement the rental of an office in the city of Washington, District of Columbia, at a rate not to exceed eighty-five dollars per month, is hereby authorized when no public building is available, to be paid for pro rata from the appropriations made for works of improvement in the local charge of the engineer officer having charge of the improvement of the Potomac River.
<i>Proviso.</i> Rent of office.	
Appomattox River, Va.	Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars.
Nansemond River, Va.	Improving Nansemond River, Virginia: Continuing improvement, five thousand dollars.
James River, Va.	Improving James River, Virginia: Continuing improvement, one hundred and twenty thousand dollars.
Mattaponi River, Va.	Improving Mattaponi River, Virginia: Continuing improvement, two thousand five hundred dollars.
Nomini Creek, Va.	Improving Nomini Creek, Virginia: Continuing improvement, two thousand five hundred dollars.
Pamunkey River, Va.	Improving Pamunkey River, Virginia: Continuing improvement, two thousand dollars.
Rappahannock River, Va.	Improving Rappahannock River, Virginia: Continuing improvement, eight thousand dollars.
Urbanna Creek, Va.	Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars.
York River, Va.	Improving York River, Virginia: Continuing improvement, sixteen thousand dollars.
Elizabeth River, Va., Western Branch.	Improving Western Branch of Elizabeth River, Virginia, according to report submitted by Chief of Engineers March twenty-fifth, eighteen hundred and ninety-six, forty-five thousand dollars, to complete.
Aquia Creek, Va.	Improving Aquia Creek, Virginia: Continuing improvement, three thousand dollars.
Occoquan Creek, Va.	Improving Occoquan Creek, Virginia; Continuing improvement, two thousand five hundred dollars.
Lower Machodoc Creek, Va.	Improving Lower Machodoc Creek, Virginia: Continuing improvement, one thousand five hundred dollars.
Nandua Creek, Va.	Improving Nandua (historically known as Andura) Creek, Virginia, in accordance with report submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, three thousand dollars.
James River, Va.	Protecting Jamestown Island from the encroachments of James River, fifteen thousand dollars, or so much thereof as may be necessary.

Improving Elk River, West Virginia: Continuing improvement, two thousand dollars, to be expended on said river from Frametown, Braxton County, up said river.

Elk River,  
W. Va.

Improving Guyandotte River, West Virginia: For maintenance, one thousand dollars.

Guyandotte  
River, W. Va.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars.

Gauley River,  
W. Va.

Improving Little Kanawha River, West Virginia: For maintenance, one thousand five hundred dollars.

Little Kana-  
wha River, W.  
Va.

Improving the upper Monongahela River, West Virginia: Continuing improvements, thirty thousand dollars, ten thousand dollars of which may be used for the location and purchase of sites for the dams within said improvement; and the Secretary of War may place the construction of the six dams heretofore recommended and reported by the United States engineers on the Monongahela River, in the State of West Virginia, under contract at a sum not exceeding one million two hundred thousand dollars, to be paid for as appropriations may from time to time be made by law.

Monongahela  
River, W. Va.

Contract for  
dams.

Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement, one thousand dollars.

Waterway  
Beaufort to  
New River,  
N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, five thousand dollars.

Cape Fear  
River, N. C.

Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvement, one hundred and ninety-five thousand dollars.

Improving Neuse River, North Carolina: Continuing improvement, seven thousand dollars.

Neuse River,  
N. C.

Improving Pamlico and Tar rivers, North Carolina: Continuing improvement and maintaining, five thousand dollars.

Pamlico and  
Tar rivers,  
N. C.

Improving Trent River, North Carolina: Continuing improvement, two thousand dollars.

Trent River,  
N. C.

Improving Black River, North Carolina: For maintenance, one thousand dollars.

Black River,  
N. C.

Improving Roanoke River, North Carolina: Continuing improvement, ten thousand dollars.

Roanoke Riv-  
er, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.

Water route,  
Norfolk, Va.,  
to Albemarle  
Sound, N. C.

For making improvements in Fishing Creek, North Carolina, from mouth to the Wilmington and Weldon Railroad bridge: Continuing and maintaining improvement, fifteen thousand dollars, being the amount heretofore appropriated and still unexpended, to be available when conditions are complied with as per Acts of Congress September nineteenth, eighteen hundred and ninety, and July thirteenth, eighteen hundred and ninety-two.

Fishing  
Creek, N. C.

Vol. 26, p.  
441.  
Ante p. 564.  
Vol. 27, p.  
100.  
Ante, p. 628.

- Great Pedee River, S. C. Improving Great Pedee River, South Carolina: Continuing improvement, twelve thousand dollars.
- Santee River, S. C. Improving Santee River, South Carolina: Continuing improvement, forty-eight thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, and in maintaining the Musquito Creek Channel.
- Waccamaw River, S. C. Improving Waccamaw River, South Carolina: Continuing improvement, six thousand dollars.
- Wappoo Cut, S. C. Improving Wappoo Cut, South Carolina: Continuing improvement, two thousand five hundred dollars.
- Wateree River, S. C. Improving Wateree River, South Carolina: For maintenance, five thousand dollars.
- Congaree River, S. C. Improving Congaree River, South Carolina: Continuing improvement, two thousand dollars.
- Little Pedee River, S. C. Improving Little Pedee River, South Carolina: Continuing improvement, three thousand dollars.
- Beaufort River, S. C. Improving Beaufort River, South Carolina: Continuing improvement, one thousand dollars.
- Altamaha River, Ga. Improving Altamaha River, Georgia: Continuing improvements, ten thousand dollars.
- Chattahoochee River, Ga. and Ala. Improving Chattahoochee River, Georgia, and Alabama: Continuing improvement, twenty-five thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin.
- Flint River, Ga. Improving Flint River, Georgia: Continuing improvement, eight thousand dollars.
- Ocmulgee River, Ga. Improving Ocmulgee River, Georgia: Continuing improvement, ten thousand dollars, of which five thousand dollars are to be expended between Macon and Hawkinsville, and the like sum below Hawkinsville.
- Oconee River, Ga. Improving Oconee River, Georgia: Continuing improvement, ten thousand dollars, of which three thousand dollars are to be expended between Milledgeville and the Central Railroad bridge.
- Savannah River, Ga. Improving Savannah River, between Savannah and Augusta: Continuing improvement, fifteen thousand dollars.
- Improving Savannah River, above Augusta, Georgia: Continuing improvement, three thousand dollars.
- Coosa River, Ga. and Ala. Improving Coosa River, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge, in Alabama: Continuing improvement, fifty thousand dollars, ten thousand dollars of which, or so much as may be necessary, shall be used in deepening the channel over the several shoals and removing the obstructions therefrom between Cedar Bluffs, Alabama, and Rome, Georgia.
- Improving Coosa River, between Wetumka, Alabama, and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, fifty thousand dollars.

Inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, fourteen thousand dollars.

Water route Savannah, Ga., to Fernandina, Fla.

Improving Apalachicola River, Florida, including the cut-off and Lower Chipola River: Continuing improvement, five thousand dollars.

Apalachicola River, Fla.

Improving Caloosahatchee River, Florida: For maintenance, one thousand dollars.

Caloosahatchee River, Fla.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, five thousand dollars: *Provided*, That no part of said sum shall be expended above Hollis bridge until a draw, approved by the Secretary of War, is put in said bridge.

Choctawhatchee River, Fla. and Ala.  
*Provided*.  
Draw.

Improving Escambia and Conecuh rivers, Florida: Continuing improvements, four thousand dollars.

Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, four thousand dollars: *Provided*, That three thousand dollars, or so much thereof as may be necessary, be used in dredging, deepening, and otherwise improving the navigation of the channel known as the Cut-Off, extending from said Manatee River, on the north side thereof, and below the town of Palmetto, into Terraceia Bay.

Manatee River, Fla.  
*Provided*.  
Dredging channel, etc.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars.

Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, one thousand dollars.

Volusia bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars.

Ocklawaha River, Fla.

Improving Sarasota Bay, from Tampa Bay to Caseys Pass, Florida: Continuing improvement, two thousand five hundred dollars.

Sarasota Bay, Fla.

Improving Indian River, Florida: By dredging channel at Negro Cut near Indian River Inlet, seven thousand five hundred dollars.

Indian River, Fla.

Improving Saint Johns River, Florida, from Jacksonville to the ocean, in accordance with project submitted February twenty-seventh, eighteen hundred and ninety-five, two hundred thousand dollars.

St. Johns River, Fla.

Improving Alabama River, Alabama: Continuing improvement, forty thousand dollars.

Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, ten thousand dollars.

Black Warrior River, Ala.

Improving Warrior and Tombigbee rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, one hundred and forty-five thousand dollars, of which seventy-five thousand dollars are to be expended on the Tombigbee River and seventy thousand dollars on the Warrior River, and so much of said sums as may be necessary is authorized to be expended in acquiring, by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.

Warrior and Tombigbee rivers, Ala.

Tombigbee  
River, Ala. and  
Miss.

Improving Tombigbee River from Fulton to Columbus: Continuing improvement and maintenance, eight thousand dollars.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, fifty thousand dollars.

Improving Tombigbee River from Walkers Bridge to Fulton: Continuing improvement and maintenance, one thousand dollars.

Big Sunflower  
River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Noxubee Riv-  
er, Miss.

Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.

Pascagoula  
River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, six thousand dollars, and so much of said sum as may be necessary may be used for removal of the bar in Horn Island Pass.

Pearl River,  
Miss.

Improving Pearl River, between Edinburg and Carthage, Mississippi: For maintenance, five hundred dollars.

Improving Pearl River, between Carthage and Jackson, Mississippi: For maintenance, two thousand four hundred dollars.

Improving Pearl River, below Jackson, Mississippi: Continuing improvement, ten thousand dollars, which shall be expended in work on the river, beginning at the head of Holmes Bayou and continuing up the river to Monticello.

Tallahatchie  
River, Miss.

Improving Tallahatchee River, Mississippi: Continuing improvement, four thousand dollars.

Yazoo River,  
Miss.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary shall be expended in removing the bar at Yazoo City.

Chickasahay  
River, Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge, near Bucatunna: Continuing improvement, two thousand dollars.

Leaf River,  
Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, two thousand five hundred dollars.

Vicksburg,  
Miss.

Yazoo River  
and Vicksburg  
Harbor.

Improving mouth of Yazoo River and harbor of Vicksburg, Mississippi. For the purpose of completing the project of improvement as heretofore adopted and entered upon, in addition to expending the balance on hand, contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the same, or said materials may be purchased and work may be done otherwise than by contract to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and sixty thousand dollars, exclusive of the amount heretofore appropriated.

Contracts.

Limit.

Bayou La-  
fourche, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement, twenty-five thousand dollars.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars. Amite River and Bayou Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, six thousand dollars. Boeuf River, La.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, four thousand dollars. Bayou Bartholomew, La. and Ark.

Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Tensas River and Bayou Macon, La. and Ark.

Improving Bayou Courtableau, by removing raft in same, two thousand five hundred dollars, or so much thereof as may be necessary. Bayou Courtableau.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, one hundred thousand dollars. Red River, La. and Ark.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars. Tickfaw River, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, twenty thousand dollars, of which amount ten thousand dollars may be applied to the improvement of Pigeon Bayous and Grand River: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million one hundred and seventy-three thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated. Bayou Plaquemine, La.

*Proviso.*  
Contracts.

Limit.

Improving Chefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars. Chefuncte River and Bogue Falia, La.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars. Bogue Chitto, La.

Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, one thousand dollars. Bayou Vermilion, La.

Improving Bayou Teche, Louisiana: Continuing improvement, ten thousand dollars. Bayou Teche, La.

Improving Mermentau River and tributaries, Louisiana: Continuing improvement, five thousand dollars. Mermentau River, La.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty thousand dollars. Buffalo Bayou, Tex.  
Vol. 29, p. 509.  
Post, p. 806.

Improving Trinity River, Texas: Continuing improvement, five thousand dollars. Trinity River, Tex.

Improving Cypress Bayou, Texas: Continuing improvement, five thousand dollars. Cypress Bayou, Tex.

Improving Sabine River, Texas: For completion, two thousand dollars. Sabine River, Tex.

Improving Brazos River, Texas, from Richmond, southerly, by removal of snags and overhanging trees, as recommended by report of February fourteenth, eighteen hundred and ninety-five, five thousand dollars. Brazos River, Tex.

Arkansas  
River, Ark.  
and Ind. T.  
*Provisos.*  
Protecting  
banks.

Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War may, in his discretion, cause examinations and surveys to be made at or near Pine Bluff, Little Rock, Dardanelle, Van Buren, and Fort Smith, to determine whether or not, by reason of dikes or other Government works, any part of the harbors or river banks in their vicinity have been so injured or endangered that the Government should guard against or remedy the same; and for the purpose of making such surveys and works as may be found necessary to remedy and guard against such injury, the Secretary of War is authorized to set apart and use, in his discretion, a sufficient amount of this appropriation: *And provided further*, That, in the discretion of the Secretary of War, the sum of fifteen thousand dollars of the amount hereby appropriated for said river may be used in removing obstructions and operating snag boats, in addition to the amount hereinafter appropriated for that purpose.

Snag boats,  
additional.  
*Infra.*

St. Francis  
River, Ark.  
Surveys, etc.

Improving Saint Francis River, Arkansas: Continuing improvement, eight thousand dollars; and the Secretary of War is hereby directed to cause surveys to be made, and submit with his next report on Saint Francis River, plans and estimates for the improvement of said river by locks and dams to give slack-water navigation from its mouth to Wittsburg and to Marianna on L'Auguille River, its tributary, if in his judgment said improvement is practicable; the cost of the same to be paid out of this appropriation.

Arkansas  
River.  
Removing  
snags. *Supra.*  
Black River,  
Ark. and Mo.

Improving Arkansas River: Removing snags and operating snag boats, twenty thousand dollars.

Improving Black River, Arkansas and Missouri: Continuing improvement, eight thousand dollars. Of this appropriation two thousand dollars may be expended, in the discretion of the Secretary of War, in reconstructing the old dam at or near Big Island.

White River,  
Ark.

Improving White River, Arkansas: Continuing improvement, twenty-two thousand dollars; of which sum two thousand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in Cache River, its tributary.

Ouachita and  
Black rivers,  
Ark. and La.  
Survey, etc.

Improving Ouachita and Black rivers, Arkansas and Louisiana: Continuing improvement, seventy thousand dollars; of which sum fifty thousand dollars, or so much thereof as may be necessary, shall be used by the Secretary of War for the completion of the survey of said Ouachita River heretofore authorized; and he is directed to submit as soon as practicable a plan of construction and estimates of the cost of the locks and dams necessary to give slack-water navigation.

Red River,  
Ark.

Improving Red River above Fulton, Arkansas: Continuing improvement, three thousand dollars.



Improving Current River, Arkansas and Missouri: Continuing improvement, two thousand dollars. Current River, Ark. and Mo.

Improving Cumberland River, Kentucky and Tennessee: Continuing improvement, between the State of Tennessee and the town of Burnside, twenty thousand dollars, to be expended in purchasing sites for Locks and Dams Twenty-one and Twenty-two, and in laying masonry for Locks Twenty-one and Twenty-two. Cumberland River, Ky. and Tenn.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, eighty thousand dollars, of which sum shall be expended as much as may be necessary for continuing work on the lock and dam near the mouth of Harpeth River. Cumberland River, Tenn. Below Nashville.

Improving Cumberland River above Nashville, Tennessee: Continuing improvement: The Secretary of War may enter into contracts for the completion of the whole or any part of Locks Numbered Five, Six, and Seven above Nashville, or the necessary material may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred thousand dollars, exclusive of the amounts heretofore appropriated. Above Nashville.

Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, five thousand dollars. French Broad and Little Pigeon rivers, Tenn.

Improving Tennessee River below Chattanooga, Tennessee: Continuing improvement, fifty thousand dollars. Tennessee River, Tenn.

Improving Tennessee River above Chattanooga, Tennessee, fifteen thousand dollars, of which sum a sufficient amount shall be expended in the removal of the obstructions to navigation at Knoxville.

Improving Obion River, Tennessee, from its mouth to the town of Obion, on the Newport News and Mississippi Valley Railroad, in Obion County: Continuing improvement, six thousand dollars. Obion River, Tenn.

Improving Forked Deer River, Tennessee: For maintenance, one thousand dollars. Forked Deer River, Tenn.

Improving the north or middle fork of Forked Deer River, Tennessee, from Dyersburg to the Obion River, and from thence to the Mississippi River, and for removing bars at the intersection of the Forked Deer and Obion rivers, and for removing other bars and shoals in said river, and for deepening the channel and improving the navigation of said river, five thousand dollars.

Improving Kentucky River, Kentucky: Continuing improvement, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million three hundred and forty-nine thousand dollars, exclusive of the amount herein appropriated: *Provided*, That of the Kentucky River, Ky. *Provided*. Contracts. Vol. 30, p. 46. *Post*, p. 812.

Limit.

Lock and Dam No. 7.

amount authorized to be expended eighty-three thousand dollars, or so much thereof as may be necessary, may be expended, in addition to the fifty thousand dollars herein appropriated, in continuing construction and completion of Lock and Dam Numbered Seven, by contract or otherwise.

- Ohio River.  
Falls and Indiana Chute.  
*Proviso.*  
Contracts.  
Vol. 30, p. 46.  
46. *Post*, p. 812.
- Limit.
- Rough River, Ky.
- Levisa Fork, Big Sandy River, Ky.
- Tug Fork, Big Sandy River, Ky.
- Green River, Ky.
- Big Sandy River, Ky.
- Ohio River.  
Dam No. 6.
- Proviso.*  
Contracts.
- Limit.
- Dams 2, 3, 4, and 5.
- Proviso.*  
Contracts.  
Vol. 30, p. 46.  
*Post*, p. 811.
- Limit.
- Improving the Falls of the Ohio River and Indiana Chute Falls, Ohio River: Continuing improvements, ten thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate five hundred and seventeen thousand two hundred and fifty dollars, exclusive of the amount herein appropriated.
- Improving Rough River, Kentucky: Continuing improvement, forty-three thousand dollars.
- Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, one thousand dollars.
- Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand dollars.
- Improving Green River, Kentucky, about the mouth of Big Barren River: Continuing improvement of Lock Number Five, twenty thousand dollars.
- Improving Big Sandy River near Louisa, Kentucky: For continuing construction of movable dam in accordance with the existing plans, thirty thousand dollars.
- Improving Ohio River, at or below the mouth of the Beaver River, by the construction of Movable Dam Numbered Six: Continuing improvement, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate three hundred thousand dollars, exclusive of the amount herein appropriated.
- Improving Ohio River, by the construction of Dams Numbered Two, Three, Four, and Five, between Davis Island Dam and Dam Numbered Six, in accordance with the project submitted February third, eighteen hundred and ninety-six, thirty thousand dollars, twenty thousand dollars of which, or so much thereof as may be necessary, may be used for the purchase of the sites for Dams Numbered Three, Four, and Five; and if said sum shall not be sufficient, then the Secretary of War may use so much of the moneys heretofore appropriated for Dam Numbered Six as shall be requisite: *Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of the material and work as may be necessary to complete said movable dams, to be paid for as appropriations may from time to time be made by law, not exceed-

ing in the aggregate one million nine hundred and ninety thousand dollars, exclusive of the amount herein appropriated.

Improving Ohio River, Ohio and West Virginia: Continuing improvement, two hundred and fifty thousand dollars, of which twenty-five thousand dollars, or so much thereof as may be necessary, the Secretary of War is hereby authorized to expend in a survey of the said Ohio River from Marietta, Ohio, to the city of Pittsburg, Pennsylvania, and report the number of movable dams necessary to improve said river between said points to provide six feet of water therein at low water, and the proper location of necessary dams, as well as probable cost thereof: *Provided*, That the sum of thirty-five thousand dollars, or so much thereof as may be necessary, shall be used for snagging purposes: *And provided further*, That the sum of twenty-two thousand two hundred and fifty dollars, or so much thereof as may be necessary, shall be used, at the discretion of the Secretary of War, in the construction of three ice piers, substantially similar to those now along the Ohio River, one additional at Middleport, one at Syracuse, and one at or near the mouth of Big Hocking; the precise points for the construction of said piers at said localities shall be fixed by the Secretary of War so as to best accommodate the commerce of those sections of said river: *Provided further*, That out of said sum there shall be expended in the improvement of the harbor of Evansville, Indiana, thirty-nine thousand five hundred and ninety-two dollars: *And provided further*, That out of said sum there shall be expended for the improvement of the harbor at Golconda, on the Ohio River, in Pope County, Illinois, the sum of three thousand dollars: *And provided further*, That there shall also be expended out of said sum ten thousand dollars for the improvement and continuance of the work on the harbor at Brooklyn, Illinois: *And provided further*, That there shall also be expended out of said sum five thousand dollars for continuation of work on the improvements of the Ohio River near Mound City, Illinois.

Ohio River,  
Ohio and W. Va.

Survey.

*Provisos.*  
Snagging.

Ice piers.  
Vol. 32, p.  
359.  
*Post*, p. 988.

Location.

Evansville,  
Ind.  
Vol. 30, p.  
1144.  
*Post*, p. 876.

Golconda, Ill.

Brooklyn, Ill.  
Mound City,  
Ill.

Saginaw  
River, Mich.

Surveys, etc.  
Mich.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars, of which sixteen thousand dollars shall be expended on the river above Bay City. The Secretary of War is hereby directed to cause surveys to be made and estimates of the cost of improvement of the Saginaw River from its head to a point in Saginaw Bay, with a view of securing a channel two hundred feet wide and an increase in depth to fourteen feet from the head of the river to the Third Street Bridge, so called, in Bay City, thence of the same width to Saginaw Bay with a view to securing an increase of the depth of the channel to sixteen feet; also to submit plans and estimates for improving the west channel of the Saginaw River between the Middle Ground and

West Bay City, with a view to securing a depth of said channel to fourteen feet; also to improve the Shiawassee River from the Saginaw River to the Bad River; Bad River to the village of Saint Charles, and the Flint River from the Shiawassee as far as practicable, to such an extent as will afford a reliable navigation for light-draft boats between Saginaw River and the village of Saint Charles and on the Flint River as far as practicable.

Belle River, Mich. Improving Belle River, Michigan, in accordance with plans submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Sebewaing River, Mich. Improving Sebewaing River, Michigan, in accordance with plans submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Pine River, Mich. Improving Pine River, Michigan, in accordance with report submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Grand River, Mich. Improving Grand River, Michigan: Continuing improvement, in accordance with the modified project for constructing an open ten-foot channel of navigable width, fifty thousand dollars.

Black River, Mich. Improving mouth of Black River, [<sup>a</sup>] Michigan: Continuing improvement, four thousand dollars.

Clinton River, Mich. Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars.

Rouge River, Mich. Improving Rouge River, Michigan: Continuing improvement, five thousand dollars.

Detroit River, Mich. Improving Detroit River, Michigan, by removal of shoals from the city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars.

Black River, Mich. Improving Black River, at Port Huron, Michigan: Continuing improvement up to Washington avenue, four thousand dollars.

Waterway, Keweenaw Bay to Lake Superior. Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan: Continuing improvement in accordance with the existing project, fifty thousand dollars: *Provided*, That contracts may be entered

*Proviso.*  
Contracts. into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million and sixty-five thousand dollars, exclusive of the amount herein and heretofore appropriated.

Limit.

St. Joseph River, Mich. Improving Saint Joseph River, Michigan: Continuing improvement, five hundred dollars.

Kalamazoo River, Mich. Improving Kalamazoo River, Michigan, from Lake Michigan to Saugatuck, in accordance with the alternative project submitted January twenty-eighth, eighteen hundred and ninety-six, five thousand dollars.

<sup>a</sup> Empties into St. Clair River.

Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, ten thousand dollars. Chippewa River, Mich.

Improving Fox River, Wisconsin: Continuing improvement, thirty-seven thousand five hundred dollars, of which said sum one thousand five hundred dollars, or as much thereof as may be necessary, shall be used to remove bars and snags from the Wolf River, below Shawano, Wisconsin; and three thousand five hundred dollars, or as much thereof as may be necessary, shall be used in providing a harbor of refuge on the east shore of Lake Winnebago, Wisconsin, at one of the several landings on said shore, the location of which said harbor of refuge shall be determined by the Government engineer. Fox River, Wis.  
Distribution

For a thorough investigation of the character, limitations, and description of the property and rights of the United States in connection with the improvement of the Fox and Wisconsin rivers, to be made under the direction of the Secretary of War, upon condition that the owners of any property which may be interested in such delimitation shall pay such proportion of the cost of such investigation as the Secretary of War shall determine, three thousand dollars. Investigation of rights, etc.

And the Secretary of War is directed by the use of flash-boards or otherwise, to make avail of all the natural flow of water, and prevent waste thereof, to the height to which the right of the United States to hold the same has been established, and without interfering with private rights. Restraining flow of water.

Improving Menominee River, Wisconsin and Michigan: Continuing improvement, fifteen thousand dollars, of which said sum an amount sufficient shall be used— Menominee River, Wis. and Mich.

First. To widen the main channel to a width of two hundred and fifty feet for a distance of six hundred feet down the river from the present west line of the channel, and to deepen the same to a depth of sixteen feet. Distribution.

Second. To extend the present main channel from its west line up the river a distance of four hundred and twenty-five feet to the west line of Wells street, with a width of seventy-five feet and a depth of sixteen feet, the south line of said extension to be the south line of the main channel extended.

Improving Saint Croix River. Wisconsin and Minnesota: Continuing improvement, fifteen thousand dollars, of which sum ten thousand dollars, or so much thereof as may be necessary, shall be used in improving the harbor and water front of Stillwater, Minnesota, so as to render it accessible to steamboats and other craft navigating said river. St. Croix River, Wis. and Minn.

Improving Red River of the North, Minnesota, and its tributaries: Continuing improvement, twenty thousand dollars, of which sum five thousand dollars, or so much thereof as may be necessary, shall be used in improving Red River of the North, Minn.

the navigation of the Red Lake River between Thief River Falls and Red Lake, according to the plan of Major W. A. Jones in his report of February twenty-sixth, eighteen hundred and ninety-five.

**Minnesota River, Minn.** Improving Minnesota River, Minnesota: Continuing improvement, four thousand dollars.

**Wabash River, Ind. and Ill.** Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, six thousand dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.

**White River, Ind.** Improving White River, Indiana: Completing improvement, two thousand five hundred dollars.

**Calumet River, Ill.** Improving Calumet River, Illinois: Continuing improvement, fifty thousand dollars, and so much thereof as may be necessary may be used for dredging to a depth of twenty feet between the mouth of the river and a point two miles southward.

**Illinois River, Ill.** Improving Illinois River, Illinois: Continuing improvement, forty thousand dollars.

**Illinois and Mississippi Canal.** For the construction of the Illinois and Mississippi Canal: Continuing construction, twenty-five thousand dollars, and for acquiring right of way, including necessary surveys, twenty thousand dollars: *Provided*, That the Secretary of War may enter into contracts for the whole or any part of such material and work as may be necessary to complete the present project of said Illinois and Mississippi Canal, or the said materials may be purchased and the work done otherwise than by contract, and to acquire such further right of way as may be necessary for the said canal, to be paid for as appropriations may from time to time be made by law not to exceed in the aggregate five million seven hundred and ten thousand nine hundred and sixty dollars, exclusive of the amount herein and heretofore appropriated: *Provided*, That in making such contract or contracts, the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole

**Limit.**

**Rights of way.** amount authorized to be expended: *And provided further*, That in acquiring right of way the Secretary of War may make agreements for joint user where the canal crosses other lines of transportation if such agreements

**Basis of agreement.** can be made upon reasonable terms: *Provided further*, That in acquiring right of way by agreement or otherwise for the crossing of existing public highways over the parts of the canal constructed on land, the basis of agreement or condemnation shall be the construction and maintenance of bridges by the United States Government, as provided for in the detailed plans and estimates heretofore submitted to Congress, but this provision shall not apply to bridges constructed over public waters of the United States now occupying part of the line of the said

canal, nor to bridges constructed after the completion of said canal or part thereof adjacent to the bridge sites: *Provided further*, That in the event that the Secretary of War shall be unable to obtain such right of way as may be necessary in the prosecution of this work, upon reasonable terms by agreement, purchase, or voluntary conveyance, he is hereby authorized to apply at any term of the circuit or district court of the United States for the northern district of Illinois, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid; and in such proceedings said court shall be governed by the laws of the State of Illinois so far as the same may be applicable to the subject of condemning private property for public use.

Condemnation.

For improving the Chicago River, in Illinois, from its mouth to the stock yards on the South Branch and to Belmont avenue on the North Branch, as far as may be permitted by existing docks and wharves, to be dredged to admit passage by vessels drawing sixteen feet of water, according to the recommendation of Captain W. L. Marshall, of the Corps of Engineers of the United States Army, in his report [a] under date of August ninth, eighteen hundred and ninety-three: Continuing improvement, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Chicago River, Ill.  
Vol. 30, p. 47.  
Post, p. 813.

Proviso.  
Contracts.

Limit.

Reservoirs at the head waters of the Mississippi River: Continuing improvement, eighty thousand dollars.

Mississippi River.  
Reservoirs.  
From St. Paul to Minneapolis.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul and the Washington avenue bridge at Minneapolis: Continuing improvement, one hundred thousand dollars.

Improving the Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: Continuing improvement, four hundred and seventy-five thousand dollars, of which amount two hundred thousand dollars shall be expended on that portion of said river from Saint Paul to the mouth of the Missouri River, and two hundred and seventy-five thousand dollars from the mouth of the Missouri River to the mouth of the Ohio River: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on

From mouth of the Ohio to St. Paul, Minn.  
Distribution.

Provisos.  
Contracts.

<sup>a</sup> The sundry civil act approved June 4, 1897, declares the meaning of this paragraph in relation to the scope of the adopted project.

Limitations.	<p>continuously the systematic improvement of the Mississippi River between the points mentioned, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate five million twenty-five thousand dollars, exclusive of the amount herein appropriated: <i>Provided further</i>, That for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, said contracts and materials purchased and work done otherwise than by contract for the section of said river between Saint Paul and the mouth of the Missouri River shall not exceed two hundred thousand dollars, and thereafter shall not exceed for the three years beginning July first, eighteen hundred and ninety-seven, the sum of eight hundred and twenty-six thousand six hundred and sixty-six dollars and sixty-seven cents annually: <i>Provided further</i>, That such contracts and materials purchased and work done otherwise than by contract for that section of the said river between the mouth of the Missouri and the mouth of the Ohio River for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, shall not exceed the sum of three hundred and twenty-five thousand dollars, and thereafter for the three years commencing July first, eighteen hundred and ninety-seven, shall not exceed the sum of six hundred and seventy-three thousand three hundred and thirty-three dollars and thirty-three cents annually: <i>And provided further</i>, That any balance of former appropriations now available and the money hereby appropriated and authorized to be expended for the said section of said river between the mouth of the Missouri River and the mouth of the Ohio River, or so much thereof as may be necessary, shall be expended in the construction of suitable dredge boats, portable jetties, and other suitable appliances, and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Saint Louis to Cairo not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year except when navigation of the river is closed by ice.</p>
St. Paul to mouth of Missouri River.	
Mouth of Missouri to the Ohio.	
Dredge boats, jetties, etc.	
Specific objects. Protection, etc., mouth of Missouri.	<p>That of the money herein appropriated for the improvement of the Mississippi River between Cairo and the mouth of the Missouri River there may be expended, under the direction of the Secretary of War, not exceeding fifty thousand dollars, or so much thereof as may be necessary, in order to improve the channel of the river, and to protect the east bank of the Mississippi River from caving in and being washed away at or near a point opposite the mouth of the Missouri River and extending south along said east bank, and thirty thousand dollars, or so much thereof as may be necessary, shall be expended in removing the bar in front of Chester, Illinois, and protecting the west bank of the Mississippi River opposite Chester.</p>
Bar, Ill. Ches-	<p>That of the money herein appropriated and authorized</p>



to be expended for the improvement of the Mississippi River from Saint Paul to the mouth of the Missouri River there shall be expended the following respective amounts, or so much thereof as may be necessary, under the direction of the Secretary of War, in improvements at the following places, to wit:

For the protection from erosion of the east bank of the Mississippi River along and in front of the Sny Island levee, etc. Sny Island Levee in the counties of Adams, Pike, and Calhoun, in the State of Illinois and for the improvement and maintenance of the channel of the river, by revetment work or otherwise, not exceeding fifty thousand dollars, or so much thereof as may be necessary, in the opinion of the Secretary of War.

For the removal of the bar in the Mississippi River, on the east side thereof, opposite the city of Dubuque, in the State of Iowa, five thousand dollars. Dubuque, Iowa.

For the repair and maintenance of the natural and artificial banks of the Mississippi River from Warsaw to Quincy, in the State of Illinois, five thousand dollars. Warsaw to Quincy, Ill., banks.

For dredging the channel at Quincy Bay, at Quincy, in the State of Illinois, fifteen thousand dollars. Quincy, Ill.

For removing the sand bar in front of the steamboat landing at Quincy, in the State of Illinois, ten thousand dollars.

For maintaining the harbor at Rock Island, Illinois, five thousand dollars. Rock Island, Ill.

For maintaining the harbor at La Crosse, Wisconsin, five thousand dollars. La Crosse, Wis.

For the purpose of constructing a harbor of refuge on the west shore of Lake Pepin, Mississippi River, at or near Kings Coulee, between Lake City and Reeds Landing, Minnesota, thirty thousand dollars. Lake Pepin, Minn.

For the purpose of continuing the work of constructing artificial banks between the mouth of Flint River, in Des Moines County, Iowa, and running along the west bank of the Mississippi River to the mouth of the Iowa River, seventy-five thousand dollars. Mouth of Flint to the Iowa.

And the Secretary of War, out of the money herein appropriated and authorized to be expended for the improvement of the Mississippi River from Saint Paul to the mouth of the Missouri River, shall cause surveys to be made and cost of improvements to be estimated as follows: Surveys, etc.

On the east side of the Mississippi River, commencing at Drury's Landing, in Rock Island County, State of Illinois, and running along the east bank of said river to New Boston, with a view to the improvement of navigation by preventing the overflow of the natural and artificial banks, and by deepening the channel; also along the east bank of said river, from at or near the city of Oquawka, Illinois, to at or near Dallas City, in the said State, with a view to the improvement of navigation by preventing the overflow of the natural and artificial banks Drury's Landing, Ill., to New Boston. Oquawka, Ill.

Madison to  
Muscatine,  
Iowa.

and by deepening the channel; also on the west side of said river from the bluff above the city of Madison, Lee County, in the State of Iowa, along the west bank of said river to the mouth of Skunk River, in said Lee County, and along the west bank of the Mississippi River from the mouth of the Iowa River, in Louisa County, to the city of Muscatine, in Muscatine County, Iowa, with a view of improving the navigation by preventing the overflow of the natural and artificial banks and by deepening the channel.

Lagrange to  
Hannibal, Mo.

Also on the west side of the Mississippi River, commencing at a point near Lagrange, in the County of Lewis and State of Missouri, above high water, running along the bank of the river to a point near the railroad bridge over the Mississippi River, near and above the city of Hannibal, in the county of Marion and State of Missouri, with the view of improving navigation by preventing the water from overflowing the natural and artificial banks along that part of the river and deepening the channel.

Egyptian  
levee.

Also of the Egyptian levee, beginning at a point on the Des Moines River, in the county of Clark, State of Missouri, running along the south bank of said river to or near the Mississippi River at Alexandria, thence along the west bank of said river to terminus of said Egyptian levee [<sup>a</sup>], and estimate the cost of raising and strengthening said levee so as to confine the water to the river and thereby deepen the channel and improve navigation.

Mississippi  
River Commis-  
sion.  
Head of  
Passes to the  
Ohio.  
Expenses, etc.

Improving Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, six hundred and twenty-five thousand dollars, which sum shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building and repairing of levees, and for surveys, including the continuation of the survey between Head of Passes and the head waters of the river, such improvement, surveys, building and repairs of levees to be made and carried on in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, or said materials may be purchased and work done otherwise than by con-

Provisos.  
Contracts.

<sup>a</sup> The survey thus called for embraced the territory inclosed by the Des Moines and Fox rivers and their levees, and extended along the Mississippi River from Des Moines River to Canton, Mo.

<p>tract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate eight million three hundred and seventy-five thousand dollars, exclusive of the amount herein appropriated: <i>Provided further</i>, That for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, said contracts, and materials purchased, and work done otherwise than by contract shall not exceed the sum of six hundred and twenty-five thousand dollars, and thereafter shall not exceed the sum of two million five hundred and eighty-three thousand three hundred and thirty-three dollars annually for the three years beginning July first, eighteen hundred and ninety-seven: <i>Provided further</i>, That the money hereby appropriated and authorized to be expended in pursuance of said contracts, or so much thereof as may be necessary, shall be expended in the construction of suitable dredge boats and other devices and appliances, and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Cairo down, not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year except when navigation is closed by ice: <i>Provided further</i>, That of the sum hereby appropriated and authorized to be expended, the sum of sixty-four thousand dollars shall be expended in the rectification of the banks at Greenville, Mississippi, and sixty-four thousand dollars in the rectification of the banks at Helena, Arkansas, according to late plans submitted by Captain Graham D. Fitch, Corps of Engineers, and sixteen thousand dollars in the rectification of the banks at New Madrid, Missouri.</p>	<p>Limitations.</p>
<p>For work in accordance with the plans and specifications of the Mississippi River Commission:</p>	<p>Vol. 30, pp. 47, 217. Post, pp. 814, 808. Dredge boats, etc.</p>
<p>At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars;</p>	<p>Rectifying banks.</p>
<p>At the harbor of Natchez and Vidalia, Mississippi and Louisiana, sixty-four thousand dollars;</p>	<p>Greenville, Miss.</p>
<p>For rectification of Red and Atchafalaya rivers, Louisiana: Continuing improvement, forty thousand dollars;</p>	<p>Helena, Ark.</p>
<p>At the harbor of Memphis, Tennessee, seventy thousand dollars; of which thirty-five thousand dollars shall be expended in dredging and improving Wolf River from its mouth to the county bridge on Second street, not exceeding two and a half miles up said stream.</p>	<p>New Madrid, Mo.</p>
<p>Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars; and improving Osage River, Missouri: Continuing improvement, fifty thousand dollars, to be expended by the Missouri River Commission.</p>	<p>Specified objects.</p>
<p>Improving Missouri River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, survey, permanent bench marks, and gauges: Continuing improvement, three hundred</p>	<p>New Orleans.</p>
	<p>Natchez, Miss., Vidalia, La.</p>
	<p>Red and Atchafalaya rivers.</p>
	<p>Memphis.</p>
	<p>Missouri River Commission.</p>
	<p>Gasconade and Osage rivers, Mo.</p>
	<p>Expenses, etc.</p>

*Proviso.*  
Contracts.

thousand dollars, to be expended under the direction of the Secretary of War in the systematic improvement of the river according to the plans and specifications of the Missouri River Commission, as approved by the Chief of Engineers: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such material and work as may be necessary to carry on continuously the plans of the Missouri River Commission for the improvement of said river, or said material may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate three hundred thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-seven.

Limitation.  
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781, 782.  
*Post*, p. 836.

Specified ob-  
jects.

Omaha and  
Council Bluffs.

Rocheport.  
Glasgow, etc.

Miami.

St. Charles.

Mouth of Lit-  
tle Blue.

Leavenworth  
and Atchison,

Nebraska  
City.

Necessary  
works.

Missouri  
River.  
Stubbs Ferry,  
Mont., to Sioux  
City, Iowa.

Sioux City.

Of the money hereby appropriated and hereby authorized to be contracted for, there may be expended, in the discretion of said Commission, for the purpose of improving the channel by preventing erosion of the banks, not exceeding seventy thousand dollars at Omaha and Council Bluffs, or so much thereof as may be necessary; at Rocheport not exceeding fifty thousand dollars, or so much thereof as may be necessary; at Glasgow and for protecting the shore line above Glasgow from the foot of Bowling Green Bend to the head of Harrison's Island not exceeding eighty thousand dollars, or so much thereof as may be necessary; at Miami not exceeding sixty-five thousand dollars, or so much thereof as may be necessary; at Saint Charles not exceeding fifty thousand dollars, or so much thereof as may be necessary; at and near the mouth of the Little Blue in Jackson County, Missouri, not exceeding twenty thousand dollars, or so much thereof as may be necessary; on the banks of the river opposite Leavenworth and Atchison not exceeding fifteen thousand dollars at each of said localities, or so much thereof as may be necessary; at Nebraska City not exceeding twenty-five thousand dollars, or so much thereof as may be necessary: *Provided*, That the Commission may also expend such amounts as may be absolutely necessary at any time in the improvement of the channel by preventing erosion of the banks at other harbors and localities on the river.

Improving the upper Missouri River between Stubbs Ferry, in Montana, and the lower limits of Sioux City, Iowa, two hundred and twenty thousand dollars, of which, in the discretion of the Secretary of War, fifty thousand dollars may be expended in the protection and completion of the works at Sioux City; fifty thousand dollars, or so much thereof as may be necessary, for the protection of the caving bank from a point three hundred feet above the upper to the lower revetment already constructed on the South Sioux City front, as recommended in House Executive Document Numbered Forty-eight,

Fifty-third Congress, third session; fifty thousand dollars in the rectification of the river at Pierre and Fort Pierre; forty thousand dollars for the protection of Bismarck Harbor and the rectification of the river to prevent erosion of the banks, and cutting a new channel at or near that point; twenty thousand dollars between the Great Falls, in Montana, and Stubbs Ferry, in Montana: *Provided*, That subject to such conditions as the Secretary of War may prescribe, any person, company, or corporation may construct a dam or dams across said river above Stubbs Ferry, with necessary canal and improvements to develop water power and for other useful purposes; forty thousand dollars at Yankton, and twenty thousand dollars for improvement of river at Elk Point, which shall be immediately available.

Pierre, S.  
Dak.  
Bismarck.

Great Falls to  
Stubbs Ferry.  
*Proviso.*

Dams per-  
mitted.

Yankton.  
Elkpoint.

Snagging.

Improving upper Missouri River by snagging, fifty thousand dollars.

Improving Flathead River, Montana, ten thousand dollars, which sum shall be expended in snagging from Demersville to the Flathead Lake, in accordance with the plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five.

Flathead  
River, Mont.

Improving Yellowstone River, Montana: Continuing improvement, ten thousand dollars, which sum shall be expended at or near Glendive, Montana.

Yellowstone  
River, Mont.

Improving Missouri River, at and near Great Falls, Montana, fifteen thousand dollars.

Missouri  
River, Great  
Falls, Mont.  
Sacramento  
and Feather  
rivers, Cal.  
Board of offi-  
cers to submit  
plans, etc.

Improving Sacramento and Feather rivers and their tributaries, California: The Secretary of War is hereby authorized and directed to appoint a board, consisting of three engineers of the United States Army, for the purpose of making surveys and examinations of said rivers, and submit the most feasible plan for the improvement of said rivers and the maintenance of navigation thereon, and to have charge of the work by them recommended as appropriations are made therefor; said board may, under the direction of said Secretary of War, expend any balance now remaining to the credit of said rivers in the improvement of the same, after deducting the expense of said surveys and examinations.

For the construction of restraining barriers for the protection of the Sacramento and Feather rivers in California, two hundred and fifty thousand dollars; such restraining barriers to be constructed under the direction of the Secretary of War in accordance with the recommendations of the California Débris Commission, pursuant to the provisions of, and for the purposes set forth in, section twenty-five of the Act of the Congress of the United States, entitled, "An Act to create the California Débris Commission and regulate hydraulic mining in the State of California," approved March first, eighteen hundred and ninety-three: *Provided*, That the Treasurer of the United States be, and he is hereby, authorized to receive from the State of California, through the Débris

Restraining  
barriers as rec-  
ommended by  
Débris Com-  
mission.

Vol. 27, p.  
511.

*Ante*, p. 665.

Vol. 31, p.  
586.

*Post*, p. 922.

*Proviso.*  
Receipt and  
use of State  
appropria-  
tions.

Commission of said State, or other officer thereunto duly authorized, any and all sums of money that have been, or may hereafter be, appropriated by said State for the purposes herein set forth. And said sums when so received are hereby appropriated for the purposes above named, to be expended in the manner above provided.

San Joaquin  
River, Cal.

Improving San Joaquin River, California: Completing cuts at Twenty-one Mile Slough, twenty thousand dollars, or so much thereof as may be necessary; and completing cut at Head Reach, thirty-seven thousand seven hundred and fifty dollars, or so much thereof as may be necessary; and the balance of twenty-four thousand dollars heretofore appropriated may be used in dredging Stockton and Mormon channels to the head of navigation in the city of Stockton.

Napa River,  
Cal.

Improving Napa River, California: Continuing improvement, four thousand dollars.

Upper Co-  
lumbia and  
Snake rivers.

Improving upper Columbia River from the mouth, including Snake River as far up as Asotin, Oregon and Washington: Continuing improvement, five thousand dollars.

The Dalles  
Rapids boat  
railway, etc.  
Vol. 27, p.  
109.

*Ante*, p. 640.

Improving Columbia River, Oregon and Washington, at Three Mile Rapids, and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, in the State of Oregon, the same to be constructed under the direction of the Secretary of War in accordance with the plans and specifications of the Engineer Department of the United States, one hundred and fifty thousand dollars.

Willamette  
River, Oreg.,  
lower.

Improving lower Willamette River in front of and below Portland, Oregon, and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, one hundred thousand dollars.

Columbia  
River, below  
the Willa-  
mette.

Columbia  
River at the  
Cascades.

Maintenance,  
etc.

Improving Columbia River at the Cascades, Oregon, fifty thousand dollars, for maintaining and protecting existing works and for modifications required to increase the navigable capacity of the canal, twenty thousand dollars of which, or so much thereof as may be necessary, shall be immediately available for expenditure in the discretion of the Secretary of War in constructing on the land and river sides of the canal, between the upper lock gate masonry and the upper guard gate masonry, such portions of the walls proposed in the modified project presented by the Board of Engineers in its report of October eighteenth, eighteen hundred and ninety-four (which report was printed in the Annual Report of the Chief of Engineers for the year eighteen hundred and ninety-five, part five, pages thirty-five hundred and seventy-six and following), as may be necessary to construct in advance of the opening of the canal to commerce.

Coquille  
River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

Improving the mouth of Siuslaw River: Continuing improvement, twenty-seven thousand dollars. S i u s l a w River.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars. Gauging Co-  
lumbia River.

Improving upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, twelve thousand dollars. C o q u i l l e River, Oreg.

Improving Umpqua River, Oregon: Completing improvement, six thousand dollars. U m p q u a River, Oreg.

Improving Coos River, Oregon: Completing improvement in accordance with plans submitted January nineteenth, eighteen hundred and ninety-five, five thousand dollars. Coos River, Oreg.

Improving Alsea River, Oregon: Completing improvement in accordance with plans submitted January nineteenth, eighteen hundred and ninety-five, three thousand dollars. Alsea River, Oreg.

Improving Nestucca River, Oregon, from town of Woods to the ocean, in accordance with plans submitted January eighteenth, eighteen hundred and ninety-five: Completing improvement, six thousand dollars. N e s t u g g a River, Oreg.

Improving Willamette and Yamhill rivers, Oregon, forty thousand dollars, to be expended in accordance with report submitted February twenty-first, eighteen hundred and ninety-six, for Willamette River from Portland to Eugene, and in accordance with report of survey, dated March sixth, eighteen hundred and ninety-five, for lock and dam on Yamhill River: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvements, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law not exceeding in the aggregate two hundred thousand dollars, including the amount herein appropriated: *And provided further*, That the sum of ten thousand dollars, or so much thereof as may be necessary, shall be available for the purchase or construction of a snag boat with suitable appliances: *Provided further*, That the Secretary of War may, in his discretion, use so much of the money herein appropriated as may be necessary to prevent the erosion of the west bank of the Willamette River, opposite Salem, Oregon, and to maintain the river channel at that point. Willamette and Yamhill rivers, Oreg.

*Provisos.  
Contracts.*

Snag boat.

Maintaining channel, etc.

Improving Columbia River below Tongue Point, by way of the South Channel in front of Astoria, Oregon, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five. Fifty thousand dollars of the balance on hand to the credit of the mouth of the Columbia River improvement is hereby authorized to be expended on this work, in the discretion of the Secretary of War. C o l u m b i a River, Astoria, Oreg., etc.  
Vol. 28, p. 359.  
*Ante*, p. 706.

Clearwater River, Idaho. For improving Clearwater River, Idaho: Continuing improvement, twenty-five thousand dollars.

Kootenai River, Idaho. For improving Kootenai River, in Idaho, between Bonners Ferry and the international boundary line: Completing improvement, five thousand dollars.

Cowlitz River, Wash. Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Puget Sound, Wash. Improving Puget Sound and its tributary waters, Washington: Continuing improvement, including the rivers Skagit, Nooksak, Duwamish, and Puyallup, seventy-five thousand dollars, of which sum so much thereof as may be necessary may be used for the rebuilding of a snag boat.

Waterway, Puget Sound to lakes Union and Washington. For dredging Salmon Bay and improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith, one hundred and fifty thousand dollars: *Provided*, That no part of said amount

*Proviso.* Right of way to be first obtained. shall be expended on the improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington until the entire right of way and a release from all liability to adjacent property owners have been secured to the United States, free of cost and to the satisfaction of the Secretary of War; said canal to be constructed either by the Smiths Cove route or by the Shilshole Bay route in the discretion of the Secretary of War.

Location of canal. Improving Chehalis River, Washington: For snagging, three thousand dollars.

Chehalis River, Wash. Improving Swinomish Slough, Washington: Continuing improvement in accordance with existing plan, twenty-five thousand dollars.

Swinomish Slough, Wash. Improving Columbia River between the mouth of the Willamette River and the city of Vancouver, Washington: Completing improvement, sixty-seven thousand dollars.

Columbia River, mouth of Willamette to Vancouver, Wash. SEC. 2. That the Secretary of War is directed to cause to be prepared a compilation <sup>[a]</sup> of all general laws that have been enacted from time to time\* by Congress for the maintenance, protection, and preservation of the navigable waters of the United States which are now in force, and to submit the same to Congress at its session in December next, together with such recommendation as to revision, emendation, or enlargement of the said laws as, in his judgment, will be advantageous to the public interest.

Compilation of laws relating to navigable waters to be prepared, etc.

<sup>a</sup> This compilation, together with the recommendation called for, is printed as House Doc. No. 293, Fifty-fourth Congress, second session, and in the Annual Report of the Chief of Engineers for 1897, Part 6, p. 4137 et seq. A compilation of the general laws now in force is printed herewith as an appendix.



SEC. 3. That section thirteen of "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved September nineteenth, eighteen hundred and ninety, is hereby amended by inserting the words "fifty thousand dollars" in lieu of the words "twenty-five thousand dollars" therein contained.

Ohio River.  
Permanent  
appropriation  
for snag boats  
increased.  
Vol. 26, p.  
455.  
*Ante*, p. 584.

SEC. 4. That for preliminary examinations, surveys, except where otherwise herein especially provided for, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, two hundred thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this Act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate for the same fiscal year shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Appropriation  
for examina-  
tions, surveys,  
etc.

*Provisos.*  
Restriction.

No supple-  
mental report  
to be made.

Projects to  
be appropriated  
for before en-  
tered upon.

SEC. 5. That under the authority to make contracts for materials and work, under the provisions of this Act, in addition to the sums appropriated herein, the Secretary of War shall not obligate the Government to pay, in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than four hundred thousand dollars upon the said contracts for any one of the works herein placed under the contract system, except as herein otherwise specifically authorized to do; *Provided* any part of the annual allotment herein provided for, not earned and paid for material furnished or work done in one fiscal year, may be paid for material furnished and work done under the contracts in any subsequent fiscal year: *Provided further*, That nothing herein contained shall be so construed as to prevent the Secretary of War from making contracts for the whole or any part of the works placed under the contract system in such manner as may be deemed best, payments, however, to be made as stated in this section.

Limitation on  
contracts.

*Provisos.*  
Annual allot-  
ments to con-  
tinue available.

Control of  
contracts.

SEC. 6. The Secretary of War is hereby authorized and directed to cause to be made and transmitted to the first session of the Fifty-fifth Congress a compilation [a]

Compilation  
to be made of  
examinations,  
surveys, proj-  
ects, appropri-  
ations, etc.

<sup>a</sup> The compilation called for by this section is printed as House Doc. No. 482, Fifty-fifth Congress, second session. It is superseded by a similar compilation, required by section 13 of the river and harbor act approved June 13, 1902, and printed as House Doc. No. 421, Fifty-seventh Congress, second session.

Vol. 32, p.  
375. *Post*, p. 1011.

giving a complete list of all the preliminary examinations that have heretofore been made, date of report, with a statement as to each, whether favorable or unfavorable for survey; also a complete list of all surveys that have heretofore been made, with a statement as to each, whether favorable for adoption or unfavorable, and date of report, amount recommended for completion and amount recommended for each to be expended during the fiscal year beginning July first, eighteen hundred and ninety-eight, by both the Chief of Engineers and the engineer in charge; also a complete list of all projects now under construction or maintenance, together with the year when adopted, and if modified, when, the total amount expended on each project and estimate of amount required to complete the same, and amount recommended by the Chief of Engineers and by the Engineer in charge to be expended during the fiscal year beginning July first, eighteen hundred and ninety-eight, the amount appropriated for each project by this Act, making reference to the report of the Chief of Engineers where report of each project is given, together with a statement containing the amount of the unexpended balance to the credit of each project July first, eighteen hundred and ninety-seven, whether under construction, work suspended, or appropriation made and work not commenced; also the total amounts appropriated heretofore for the improvement and maintenance of the rivers and the total amounts heretofore appropriated for the improvement and maintenance of harbors in each river and harbor act; also the total amount of appropriation by States for the improvement of rivers and harbors.

Appropriations by States.

Employment of retired officers permitted.  
Vol. 28, p.  
205.

SEC. 7. That section two of the act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes, approved July thirty-first, eighteen hundred and ninety-four, shall not be so construed as to prevent the employment of any retired officer of the Army or Navy to do work under the direction of the Chief of Engineers of the United States Army in connection with the improvement of rivers and harbors of the United States, or the payment by the proper officer of the Treasury of any amounts agreed upon as compensation for such employment.

Preliminary examinations.

SEC. 8. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit:

Alabama.

ALABAMA.

Beginning at a point at or near the site selected for Lock Numbered Thirteen on the Warrior River, and continuing up Valley River from its mouth, following the

general course of said stream to Bessemer, Alabama, thence up the valley to Birmingham and beyond to Five Mile Creek, at a point where sufficient head can be obtained to supply water for that part of said canal between Five Mile Creek and Bessemer, Alabama. Said channel to have a minimum depth of six feet and be at least fifty feet in width at the water line.

## CALIFORNIA.

California.

Humboldt Harbor, dredging same along city front.

Napa River, to straighten channel from Napa to a point south of Carrs Bend and to make cut through Carrs Bend.

Petaluma Creek; straighten channel from railroad bridge to Donohue Landing.

Suisun Creek.

## DELAWARE.

Delaware.

Saint Jones River.

Cedar Creek.

Misphillion River.

## FLORIDA.

Florida.

Jupiter Inlet.

Hillsboro Bay, from its confluence with Tampa Bay, through Hillsboro Bay and River to the city of Tampa.

Crystal River.

Cedar Keys.

Clearwater Harbor.

Inside passage from Punta Rassa to Charlotte Harbor.

Orange River or Creek, to its confluence with the Caloosahatchee River and thence to the Gulf of Mexico.

Chipola River, from Marianna to its connection with the Apalachicola River.

## ILLINOIS.

Illinois.

The upper Illinois River and lower Des Plaines River, with a view to extension of navigation from Illinois River to Lake Michigan at or near Chicago.

## KANSAS.

Kansas.

Neosho River, from the north line of Neosho County to the south line of Labette County, with a view to straightening and otherwise improving the channel of said river.

## KENTUCKY.

Kentucky.

Treadwater [Tradewater] River.

## LOUISIANA.

Louisiana.

Bayou Grossetete.

## Maine.

## MAINE.

Union River, near the city of Ellsworth, in Hancock County.

South channel of branch of Penobscot River, in Frankfort, in Waldo County, with view of removing an old wreck, and estimate of cost thereof.

Boothbay Harbor.

Chandlers River, with a view to its improvement by dredging from its mouth to the wharves at Jonesboro.

## Massachusetts.

## MASSACHUSETTS.

Salt Pond and Herring River, in Harwich.

The approaches to the Cape Cod ship canal [<sup>a</sup>].

Gurnet Rock and other rocks at mouth of Plymouth Harbor.

Duxbury Beach, with view to protection of harbor.

Duxbury Harbor, with view to widening and deepening improvement.

## Michigan.

## MICHIGAN.

Raisin River, in Monroe County, from mouth to Government Canal to the wharves [<sup>b</sup>].

Huron River, from mouth to the point of crossing by the Michigan Central Railroad.

## Minnesota.

## MINNESOTA.

Mille Lacs Lake, with a view to the construction of a dam at the outlet on section thirty-three, township thirty-three north, in range twenty-seven west, in Mille Lacs County, for the aid of navigation on the Mississippi River, the same to be part of the general Upper Mississippi River reservoir system.

Otter Tail Lake and Otter Tail River, with a view to the construction of a dam at the outlet of said lake, for the purpose of improving the navigation on the Red River of the North.

Red Lake and Red Lake River, with a view to the construction of a dam with locks at the outlet of said lake, for the purpose of improving the navigation of the Red River of the North and said Red Lake River.

## Mississippi.

## MISSISSIPPI.

Homochitto River, from mouth to the Yazoo and Mississippi Valley Railroad.

Coldwater River.

<sup>a</sup> This canal has not been constructed. The approaches referred to are doubtless Buzzards and Barnstable bays.

<sup>b</sup> The limits designated are embraced in Monroe Harbor.

Ship Island Pass, with view to obtaining a channel of twenty-six feet depth at low tide in said pass between the Gulf of Mexico and Ship Island Harbor, with a view of dredging a channel five hundred feet wide and twenty-five feet deep to connect Ship Island Harbor with a railroad pier at Gulf Port.

## NEW HAMPSHIRE.

New Hamp-  
shire.

Oyster River.

## NEW JERSEY.

New Jersey.

Oldmans Creek.

Dividing Creek.

Wading River.

Tuckerton Creek and Flats at mouth thereof.

Beach Thoroughfare at and near the meeting of tides from Absecon and Egg Harbor Inlet.

Barnegat Bay, between Mantoloking and Bay Head.

## NEW YORK.

New York.

Channel connecting Flushing Bay and Newtown Creek.

Catskill Creek.

The Secretary of War is hereby directed to cause to be made accurate examinations and estimates of cost of construction of a ship canal by the most practicable route, wholly within the United States, from the Great Lakes to the navigable waters of the Hudson River, of sufficient capacity to transport the tonnage of the lakes to the sea.

Ship canal,  
Great Lakes to  
the ocean.

Mohawk River, between Rome and town of Schuyler.

Nyack Harbor.

Alexandria Bay.

Black River to harbor at Dexter.

Coney Island Creek.

Oyster Bay, Lloyd's Harbor, with a view to its connection with Cold Spring Bay.

Channels to Far Rockaway and Inwood.

Northport Harbor.

Smithtown Harbor.

Wallabout Channel, by cutting off portion of island known as Cob Dock and securing width of three hundred feet and depth of twenty feet.

Coney Island Channel, from Norton's Point to the Bell Buoy to the depth of sixteen feet.

Babylon Creek.

Roslyn Harbor.

## NORTH CAROLINA.

North Caro-  
lina.

For a jetty near Bogue Inlet in order to remove sand bars.

Potecasi Creek.

Cashie River.

## Oregon.

## OREGON.

Alsea River, from head of tide water to upper Alsea Valley.

Yaquina River, from the town of Yaquina to head of tide, including Big Elk River to Sunset Quarry.

Long Tom River, from mouth to town of Monroe.

Harbor at Cape Lookout, Oregon, with a view to the construction of a harbor of refuge, and the estimated cost thereof.

Santiam River, from Jefferson to Willamette River.

Umpqua River, bar and entrance.

Siletz River, bar and entrance.

Scappoose Bay, from its mouth to and including the lower portion of Scappoose Creek.

## Rhode Island.

## RHODE ISLAND.

Channel through Conanicut Island, Narragansett Bay.

## South Carolina.

## SOUTH CAROLINA.

Bartrand River [<sup>a</sup>].

## Texas.

## TEXAS.

Channel between Brazos River and Galveston Bay.

## Wisconsin.

## WISCONSIN.

Portwing.

## Arizona.

## ARIZONA.

Colorado River.

## Washington.

## WASHINGTON.

Neah Bay, with a view to its improvement as a harbor of refuge.

North River.

North Fork of Lewis River to head of navigation or Etna.

For the examination of sites, and report upon the practicability and desirability of constructing reservoirs, and other hydraulic works necessary for the storage and utilization of water, to prevent floods and overflows, erosion of river banks and breaks of levees, and to reenforce the flow of streams during drought and low-water seasons, at least one site each in the States of Wyoming and Colorado.

## Surveys.

SEC. 9. That the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit:

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<sup>a</sup> This river could not be found.

## ARKANSAS.

Arkansas.

White River, Batesville to Buffalo Shoals, with a view to improving by slack-water navigation.

Buffalo Fork of White River, from mouth to mouth of Rush Creek, with a view to determine what character and extent of improvement is required.

Saint Francis River, Sunk Lands to Poplin, Missouri.

## CALIFORNIA.

California.

Alviso Creek.

Shag Rock, Arch Rock, Blossom Rock, Two Mission Rocks, Anita Rock, all in San Francisco Harbor.

Redwood Creek.

Mare Island Strait.

Wilmington Harbor, California, with a view of increasing the depth of said harbor to twenty-five feet at mean low water over the area proposed to be improved in the project set forth in the report of Lieutenant-Colonel W. H. H. Benyaure of June eighth, eighteen hundred and ninety-four, and contained in Senate Executive Document Numbered Sixty-one, Fifty-third Congress, third session, and over an additional area extending to Smith Island, and of adequate width to allow the turning of vessels.

## CONNECTICUT.

Connecticut.

Southport Harbor.

New Haven Harbor.

Housatonic River.

South Norwalk.

Niantic Harbor.

## FLORIDA.

Florida.

Apalachicola Bay, and the approaches to Apalachicola, with a view to obtaining a channel one hundred feet wide and eighteen feet deep at low water.

Tampa Bay from Port Tampa to the mouth of the Bay.

Withlacoochee River from its mouth to the head of navigation.

Saint Lucia Inlet and River.

Anclote River.

Biscayne Bay.

Palm Beach.

## IDAHO.

Idaho.

Pend Oreille River (Flat Head River) [<sup>a</sup>].

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<sup>a</sup> The Pend Oreille and the Flathead are two distinct streams, more than 100 miles apart, and no part of the Flathead is within the State of Idaho. As a survey of the Pend Oreille in Idaho is provided for by this act in the item on page 803, under the State of Washington, the survey regarding the item under the State of Idaho was omitted.

Indiana and  
Illinois.

## INDIANA AND ILLINOIS.

Wolfe Lake and River, with reference to their navigation in connection with the waters of Lake Michigan.

Kentucky.

## KENTUCKY.

Mouth of Tennessee River.

Green River, at or near its mouth, for new lock and dam.

Mouth of Cumberland River.

Louisiana.

## LOUISIANA.

Bayou Teche, Saint Martinville to Port Barre.

The Secretary of War is hereby authorized and directed to ascertain the nature and character of the channel excavated through the Atchafalaya Bay, and to determine whether said channel is of value or of necessity to commerce; and if, in his opinion, it is, he shall ascertain the cost of acquiring the same for and in behalf of the United States, and report thereon.

Maine.

## MAINE.

Royal River.

Saint Croix River below Calais, between Maine and New Brunswick, submitting estimate of the cost of said improvement and the amount the United States ought equitably to bear.

Bagaduce River, leading up to Penobscot village.

Union River, for a deeper and broader channel.

Bangor Harbor and Penobscot River, including mouth of Kenduskeag River.

Harraseeket River.

Machias River from Machias to Machiasport.

Maryland.

## MARYLAND.

Annapolis Harbor, with a view to straightening, widening, and deepening the channel of the entrance to said harbor so as to obtain a ship's channel of one hundred and fifty feet wide and twenty-eight feet deep at mean low water from Chesapeake Bay to the wharves of the United States Naval Academy in said harbor.

Cambridge Harbor.

Chapel Point Harbor.

Baltimore Harbor, with a view to securing a channel thirty feet in depth.

La Trappe River.

Delaware River with a view to obtaining a channel six hundred feet wide and thirty feet deep from a point at or near the city of Philadelphia to the deep water of Delaware Bay.



## MASSACHUSETTS.

Massachu-  
setts.

Merrimac River, from Lowell to New Hampshire State line.

Marblehead Harbor, with a view to improving the harbor by building a sea wall to protect the isthmus connecting Marblehead Neck with the town of Marblehead.

Provincetown Harbor, with a view of erecting a dike for the protection of that harbor.

Neponset River.

Channel in New Bedford Harbor leading to the bridge between that city and Fairhaven, with a view to determining what amount of dredging would be necessary to make the change in the draw in said bridge from the west to the east side of Fish Island practicable and advantageous.

Lynn Harbor, with a view to securing a channel three hundred feet wide and fifteen feet deep at low water.

Boston Harbor, with a view to securing a channel one thousand two hundred feet wide and thirty feet deep from the navy-yard to the entrance of the present main ship channel, and from the main ship channel in Presidents Roads through Broad Sound Channel.

Mount Hope Bay and Fall River Harbor.

Manchester Harbor.

Connecticut River, between Holyoke and the foot of the Enfield rapids.

Harbor at Plymouth.

Weymouth Back River from Hingham Bridge to Mann's Wharf.

## MISSISSIPPI.

Mississippi.

Channel at the mouth of Pearl River leading to deep water in the Mississippi Sound, with a view to obtaining a seventeen-foot channel at low tide.

Pascagoula River, commencing at a point in the Mississippi Sound where the depth of water exceeds seventeen feet, thence to the mouth of and up said river to the intersection of Dog River, and thence up Dog River three miles, with a view to obtaining a channel of seventeen feet at low tide along the line of survey.

Ship Island Harbor, in the Mississippi Sound, to determine the most practicable route from said harbor for a deep-water channel leading to the mainland on the coast of Mississippi.

Horn Island Pass, and the passage leading from said pass to the anchorage inside Horn Island, with a view to obtaining in said pass and passage leading therefrom a channel of twenty-three feet at low tide.

Big Sunflower River, with a view to improving the same by locks and dams as high as Clarksdale.

## Minnesota.

## MINNESOTA.

Big Stone Lake and Lake Traverse, with a view to the construction of reservoirs, in accordance with the report of Major W. A. Jones, of the Engineer Corps of the United States Army, dated January sixteenth, eighteen hundred and ninety-five.

## Michigan.

## MICHIGAN.

Kalamazoo River from Saugatuck to New Richmond Harbor of Holland (Black Lake), with a view of obtaining a sixteen-foot depth of water.

Harbor of Monroe, with a view of obtaining a fourteen-foot depth of water.

Harbor of refuge at Ontonagon, affording eighteen-foot depth of water.

Harbor at Menominee, Michigan and Wisconsin, with a view of obtaining a twenty-foot depth of water.

Harbor at Charlevoix, with a view of obtaining sixteen-foot depth of water.

Rouge River, from Wabash Bridge crossing to Maples Road, with a view of obtaining sixteen-foot depth of water, expense thereof to be paid from money on hand for improvement of Rouge River.

South Haven.

Ludington Harbor.

Saginaw River.

## New Hampshire.

## NEW HAMPSHIRE.

Exeter River. from its mouth to the upper bridge in Exeter.

## New Jersey.

## NEW JERSEY.

Mantua Creek.

Salem River, from its mouth to Salem City.

Rahway River, from its mouth to Main Street Bridge.

Elizabeth River.

Absecon Inlet, with a view of maintaining ten feet of water over the bar.

## New York.

## NEW YORK.

Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Buttermilk channels, with a view to making one continuous channel with a least depth of thirty feet at mean low water for a width of one thousand feet, and also for a continuous channel with a least depth of thirty-five feet at mean low water for a width of one thousand two hundred feet.

The channel between the Battery and Governors Island, with a view to making a channel continuous with

Buttermilk Channel thirty feet in depth and one thousand two hundred feet in width.

New York Harbor, from the Narrows to the sea, with a view of obtaining thirty-five feet at mean low water mark.

Buffalo entrance to Erie Basin and Black Rock Harbor.

Removal of dam in upper Allegheny near Corydon, and all the dams on the Conewango Creek and the rapids at or near Waterboro, in the Conewango Creek, a tributary of the Allegheny River.

Eastchester Creek, with a view to extending improvement to head of tide water.

Gowanus [Gowanus] Creek, with a view of obtaining a depth of thirty feet at mean low water.

Oak Orchard Harbor.

#### NORTH CAROLINA.

North Carolina.

Ocracoke Inlet, to obtain a channel fourteen feet in depth.

Cape Lookout harbor of refuge, with a view to making it capable of sheltering the largest vessels.

For a jetty near Bogue Inlet, to remove sand bar.

Neuse River, at and below Newbern, for an eight-foot depth at dead low water.

Pamlico River, to obtain a depth of ten feet up to Washington and to make necessary improvements of the harbor at Washington, North Carolina.

Town Creek, Brunswick County, North Carolina, with a view to straightening the river in at least two places, and to obtain a depth of at least eight feet to "Upper Bridge," and to improve the river six miles farther to the head of tide water, to a place known as the "Rocks," by removing obstructions, and so forth.

#### OREGON.

Oregon.

Clatskanie River, to town of Clatskanie.

Port Orford Harbor, Oregon, with estimate of cost of improvement and importance to shipping and commerce.

Tillamook Bay, bar and entrance.

The Tualiton River, from the town of Tualiton, at the crossing of the narrow-gauge railroad, up to the crossing of the Oregon and California Railroad at Gaston, and up the Dairy Fork of said river, from its junction therewith near Hillsboro to Lousignant Lake.

Nehalem River, for modified plan, to be paid for out of money on hand.

The Willamette River, immediately opposite the city of Salem, with a view of ascertaining the necessity for and character and cost of constructing a revetment or dike to maintain the river in its present channel at that

point, and prevent said river from cutting a new channel through the lowlands on the left bank thereof.

Ohio.

OHIO.

Starve Island Reef, near South Bass Island, in Lake Erie, with a view to obtaining a navigable channel twenty-five feet in depth over said reef.

Ohio River, Marietta to its mouth.

Pennsylvania.

PENNSYLVANIA.

Schuylkill River.

Erie Harbor.

Allegheny River, to determine what remaining portion of said river can be made navigable, and the number, location, and cost of the necessary dams therefor.

Rhode Island.

RHODE ISLAND.

Sakonnet Point.

Easterly breakwater to shore, Point Judith, at Point Judith harbor of refuge.

Inner harbor at Point Judith Pond.

Texas.

TEXAS.

Sabine Lake, with a view of obtaining through said lake a ship channel of sufficient width and depth for the purpose of navigation from Sabine Pass to the mouth of the Neches and Sabine rivers.

For further determining the causes of the erosion of the easterly end of Galveston Island, and estimating the cost of works to prevent the same.

Tennessee.

TENNESSEE.

Emory River, from its mouth to the town of Harriman.

The north fork of Forked Deer River below Dyersburg, with a view of removing the snags, cypress knees, and other obstructions, and for dredging out and removing the bars and shoals at Caney Point Shoal, eight miles below Dyersburg; at Basin Numbred One, twelve and a half miles below Dyersburg; at Basin Numbered Two, thirteen and a half miles below Dyersburg; at McCoy's Shoal, fourteen and three-fourths miles below Dyersburg; at Shoal Cut-Off Numbered Two, fourteen and one-fourth miles below Dyersburg and below the mouth of Forked Deer River; and for straightening the river one-half mile below Dyersburg; and for removing snags, blasting embedded trees and snags in the river from Key Corner to junction with Obion River, so as to deepen the channel and improve the navigation of said river from Dyersburg to the Mississippi River.

## VERMONT.

Vermont.

Missisquoi River, Swanton to lake.

## WISCONSIN.

Wisconsin.

Harbor at Kenosha, with a view to obtaining a channel twenty-one feet deep and basin twenty feet deep.

Harbor at Racine, with a view to obtaining a channel twenty-one feet deep.

Harbor at Milwaukee, with a view to obtaining a channel twenty-one feet deep.

Harbor at Ahnapee.

La Crosse Harbor.

Sheboygan, with a view of obtaining twenty-one feet.

## MONTANA.

Montana.

Kootenai River, for removal of obstructions above Jennings.

## WASHINGTON.

Washington.

Lewis River, from Columbia River to La Center.

Pend Oreille River, from its source at Lake Pend Oreille, Idaho, to the town of Metalline, Washington.

Bellingham Bay, from deep water to the mouth of Whatcom Creek, at New Whatcom.

Okanagon River.

Quillayute Harbor and River.

Skagit River, from its mouth to the town of Sedro, Washington.

Duwamish River and its tributaries.

Mouth of the Puyallup River.

Mouth of Willapa River and Mail Boat Slough.

Snake River, from its mouth to Riparia.

THOMAS B REED

*Speaker of the House of Representatives*

A E STEVENSON

*Vice-President of the United States and*

*President of the Senate.*

## IN THE HOUSE OF REPRESENTATIVES,

*June 2, 1896*

The President of the United States having returned to the House of Representatives in which it originated the bill (H. R. 7977) "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," with his objections thereto the House proceeded in pursuance of the Constitution to reconsider the same; and

*Resolved*, That the said bill pass, two-thirds of the House of Representatives agreeing to pass the same.

Attest:

A McDOWELL *Clerk.*

IN THE SENATE OF THE UNITED STATES,  
June 3, 1896.

The Senate having proceeded, in pursuance of the Constitution, to reconsider the bill entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate, with the message of the President returning the bill:

*Resolved*, That the bill do pass, two thirds of the Senate agreeing to pass the same.

Attest:

WM. R. Cox *Secretary*.

June 11, 1896. **CHAP. 420.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, and for other purposes.

Sundry civil expenses appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, namely:

\* \* \* \* \*

River and harbor improvements. Philadelphia, Pa.

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, six hundred thousand dollars.

Galveston, Tex.

For improving harbor at Galveston, Texas: Continuing improvement, eight hundred and forty thousand dollars, fifty thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Hudson River, N. Y.

For improving Hudson River, New York: Continuing improvement, four hundred and eighty thousand dollars.

Mobile, Ala. Dredging. Vol. 29, p. 467. *Ante*, p. 738.

For improving harbor at Mobile, Alabama: To enable the National Dredging Company, the contractor under the continuing contract for the improvement of the harbor at Mobile, Alabama, to proceed with the work of dredging, under the direction of the Secretary of War, as authorized by the joint resolution of Congress passed the present session, one hundred and sixty thousand dollars; this sum to be in full of any authorization or appropriation under said joint resolution.

Great Lakes.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, five hundred thousand dollars.

For improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, one hundred and seventy-nine thousand five hundred and ninety-seven dollars. Cascades, Columbia River, Oreg.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, three hundred thousand dollars. Point Judith, R. I.

For improving harbor and bay at Humboldt, California: Continuing improvement, two hundred and twenty-five thousand dollars. Humboldt, Cal.

\* \* \* \* \*

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: New York Harbor.

For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars; Inspectors, etc.

For pay of crews and maintenance of four steam tugs and three launches, forty-eight thousand seven hundred and forty dollars; Vessels.

In all, fifty-nine thousand dollars.

CALIFORNIA DÉBRIS COMMISSION: To defray the expenses of the California Débris Commission, authorized by the Act approved March first, eighteen hundred and ninety-three, fifteen thousand dollars. California Débris Commission, Vol. 27, p. 507. Ante, p. 659.

\* \* \* \* \*

Approved, June 11, 1896.

**CHAP. 429.**—An Act For the relief of B. J. Van Vleck, administrator of Henry Van Vleck, deceased. June 11, 1896.  
Vol. 29, p. 757.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Treasurer of the United States shall pay, out of any money in his hands not otherwise appropriated, to B. J. Van Vleck, administrator of Henry Van Vleck, deceased, or to his duly authorized attorneys in fact, the sum of four thousand five hundred and twenty dollars and twenty cents, being the amount due said Henry Van Vleck at the time of his death as a balance on account of extra work done on the locks of the Saint Marys Falls Canal, Michigan, with interest thereon from October second, eighteen hundred and eighty-two, the date of approval of said claim by the Secretary of War [a]. Henry Van Vleck. Payment to administrator of.

Approved, June 11, 1896.

<sup>a</sup> The payment under this law amounted to \$8,265.19, including interest.

Feb. 1, 1897.

Vol. 29, p. 509.

**CHAP. 121.**—An Act To provide for an examination and survey of a water route from the mouth of the jetties at the city of Galveston, Texas, through the ship channel and up Buffalo Bayou to the city of Houston, Texas.

Water route,  
Galveston to  
Houston, Tex.  
Survey, etc.,  
directed.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he hereby is, authorized and directed to make an examination and survey, with an estimate of the necessary cost, for a water channel not less than twenty-five feet deep and one hundred feet wide, extending from the mouth of the jetties at the city of Galveston, Texas, through the existing ship channel and up Buffalo Bayou to the city of Houston, Texas, and for a harbor at or near Houston of a depth of not less than twenty-five feet and of a width of five hundred feet, and to make a report of such examination, survey, and estimate, with its commercial importance, to Congress.

Expense.  
Vol. 29, pp.  
209, 222.  
*Ante*, pp. 753,  
773.

**SEC. 2.** That the cost of said examination, survey, and estimate be paid out of funds already appropriated for work on the improvement of the ship channel and Buffalo Bayou.

Approved, February 1, 1897.

Feb. 17, 1897.

Vol. 29, p. 531.

**CHAP. 236.**—An Act To amend an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," passed finally June third, eighteen hundred and ninety-six.

Deep-water  
harbor at Port  
Los Angeles or  
San Pedro, Cal.  
Vol. 29, p.  
213.  
*Ante*, pp. 759,  
760.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," passed by the House of Representatives June second, eighteen hundred and ninety-six, and by the Senate June third, eighteen hundred and ninety-six, notwithstanding the objections of the President, be, and the same is hereby, amended by inserting on page two hundred and thirteen of the Statutes at Large, Fifty-fourth Congress, first session, after the word "War" and before the word "Provided," on the thirty-ninth line of said page, the following language: The officer of the Navy detailed to serve on this Board shall receive from said appropriation, in addition to his mileage provided for in section fifteen hundred and sixty-six of the Revised Statutes, and notwithstanding its provisions, such a per diem allowance for subsistence as the Secretary of War may deem proper.

Per diem to  
naval officer.  
R. S., sec.  
1566, p. 269.

Approved, February 17, 1897.



**CHAP. 244.**—An Act Relating to the improvement of Eastchester Creek, State of New York.

Feb. 17, 1897.  
Vol. 29, p.  
535.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized, in his discretion, to expend the whole or any portion of any appropriation heretofore made for the improvement of Eastchester Creek, in the State of New York, in accordance with the surveys and report for such improvement, upon that portion of the improvement included in recent surveys extending the improvement to the head of tide water.

East Chester  
Creek, N. Y.  
Expenditure  
of appropriation  
for im-  
proving.  
Vol. 28, p.  
347.  
*Ante*, p. 690.  
Vol. 29, p.  
216.  
*Ante*, p. 764.

Approved, February 17, 1897.

**CHAP. 333.**—An Act To provide for closing the crevasse in Pass a Loutre, one of the outlets of the Mississippi River.

Feb. 26, 1897.  
Vol. 29, p.  
597.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of two hundred and fifty thousand dollars [a], or so much thereof as may be necessary, be, and is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to close the crevasse in Pass a Loutre of the Mississippi River, to be expended under the direction and according to the plans and specifications of the Secretary of War.

Mississippi  
River.  
A p p r o p r i a -  
tion for clos-  
ing crevasse in  
Pass a Loutre.

**SEC. 2.** That nothing herein contained shall be held or construed to destroy or impair any right or rights of the United States arising under the Acts of March third, eighteen hundred and seventy-five, June nineteenth, eighteen hundred and seventy-eight, and March third, eighteen hundred and seventy-nine, containing the contract or contracts between James B. Eads and such persons as might become associated with him and the United States, or to release the legal representatives of said James B. Eads or other persons associated with him, jointly or severally, from any obligation, expressed or implied, arising under and from said Acts or other Acts pertaining thereto: *Provided*, That nothing herein contained shall be held or construed to release in anywise the executors of the estate of James B. Eads as such executors, or the associates of said James B. Eads, jointly or severally, in whole or in part, from any liability which now exists, if any such liability does exist, for a failure to close said Pass a Loutre crevasse, and the question of such liability shall be referred to the Attorney-General for his decision; and should the decision of the Attorney-General, after a full hearing to both parties, be to the effect that the responsibility for the closing of the said

Contr acts  
with Jas. B.  
Eads not im-  
paired.  
Vol. 18, p.  
463.  
*Ante*, p. 245.  
Vol. 20, p.  
168, 376.  
*Ante*, pp. 281,  
301.  
Vol. 30, p.  
735.  
*Post*, p. 819.

*Proviso.*  
Liability of  
estate of James  
B. Eads re-  
ferred to Attor-  
ney-General.  
Money to be  
withheld.

<sup>a</sup> Joint resolution approved February 17, 1898, authorizes the expenditure of \$10,000 from this appropriation, for the purpose of making a survey of Southwest Pass of the river and reporting upon the practicability of securing a depth of 35 feet.

Pass a Loutre crevasse rests upon the executors of the estate of James B. Eads as such executors, and the associates of the said James B. Eads, jointly or severally, under existing laws, then upon the completion of the twenty years' contract for the maintenance of the channel in South Pass outlet of the Mississippi River, as the same now exists, the Secretary of War shall withhold so much of the money then to be paid to the executors of the estate of James B. Eads as such executors, or to the associates of the said James B. Eads, jointly or severally, as shall have been expended under the authority of this Act, until the same shall be judicially or otherwise legally determined in favor of such executors as such executors, or said associates of James B. Eads, jointly or severally.

Approved, February 26, 1897.

Mar. 31, 1897.  
Vol. 30. p. 217.

[No. 6.] Joint Resolution Making appropriation for the improvement of the Mississippi River from the Head of the Passes to the mouth of the Ohio River, and to supply deficiencies in appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven.

Mississippi River.  
Appropriation for, from Head of Passes to mouth of Ohio River, immediately available.  
Vol. 29, p. 230.

Ante, p. 785.

To be deducted, etc.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the sum of two hundred and fifty thousand dollars be, and is hereby, appropriated, and immediately made available, for the improvement of the Mississippi River from the Head of the Passes to the mouth of the Ohio River, and expended according to the provisions of the Act "Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which became a law on June third, eighteen hundred and ninety-six.

SEC. 2. That the sum herein appropriated be deducted from the sum of two million five hundred and eighty-three thousand three hundred and thirty-three dollars authorized to be appropriated and expended for the year ending June thirtieth, eighteen hundred and ninety-eight, by the provisions of said act of June third, eighteen hundred and ninety-six.

\* \* \* \* \*

Approved, March 31, 1897.

June 4, 1897.  
Vol. 30, p. 11.

CHAP. 2.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, and for other purposes.

Appropriations for sundry civil expenses.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter ex-

pressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, namely:

\*                      \*                      \*                      \*

Toward the construction of works on harbors and rivers under contracts or otherwise and within the limits authorized by law, namely:

For completing improvement of harbor at Philadelphia, Pennsylvania: Completing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, six hundred and ninety-four thousand dollars.

For improving harbor at Galveston, Texas: Completing improvement, including repairs to jetties, and dredging, five hundred thousand dollars, of which amount ten thousand dollars may be expended for making a resurvey and chart for Galveston Bay and Harbor.

For improving Hudson River, New York: Continuing improvement, four hundred and seventy-five thousand dollars.

For completing improvement of channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, including necessary observations and investigations in connection with the preservation of such channel depth, one million and ninety thousand dollars.

For harbor of refuge at Point Judith, Rhode Island: Completing improvement, three hundred thousand dollars.

For improving harbor and bay at Humboldt, California: Continuing improvement, three hundred and fifty thousand dollars.

Improving channel in Gowanus Bay, New York: For improving Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Butternilk channels in the harbor of New York, New York: Continuing improvement, three hundred and fifty thousand dollars.

Improving harbor at Savannah, Georgia: For continuing improvement, three hundred and fifty thousand dollars.

Improving Cumberland Sound, Georgia and Florida: For continuing improvement, three hundred and fifty thousand dollars.

Improving Newtown Creek, New York: For completing improvement, one hundred and eighty-three thousand dollars.

Improving harbor at Portland, Maine: For continuing improvement, three hundred and fifty thousand dollars.

Improving harbor at Rockland, Maine: For continuing improvement, three hundred and fifty thousand dollars.

Improving harbor at Boston, Massachusetts: For continuing improvement, four hundred thousand dollars.

- Buffalo, N. Y. Improving harbor at Buffalo, New York: For continuing improvement, four hundred and eighty-one thousand two hundred and fifty dollars.
- Dunkirk, N. Y. Improving harbor at Dunkirk, New York: For completing improvement, three hundred and ninety-eight thousand two hundred and fifty-eight dollars.
- Delaware Bay, Del. Harbor of refuge, Delaware Bay, Delaware: For continuing construction, three hundred and ninety-four thousand three hundred and thirty-four dollars.
- Winyah Bay, S. C. Improving Winyah Bay, South Carolina: For continuing improvement of harbor at Winyah Bay, three hundred and fifty thousand dollars.
- Sabine Pass, Tex. Improving Sabine Pass, Texas: For continuing improvement of harbor at Sabine Pass, three hundred and fifty thousand dollars.
- Cleveland, Ohio. Improving harbor at Cleveland, Ohio: For continuing improvement, three hundred and fifty thousand dollars.
- Maumee River and Bay (Toledo). The Secretary of War is hereby directed to cause to be made a survey and estimate of cost of deepening and widening the straight channel in Maumee River and Bay, with a view to obtaining and permanently securing a channel of a uniform width of four hundred feet and twenty feet deep at low water, the cost of said survey to be paid out of money already appropriated for the improvement of said channel.
- Milwaukee, Bay, Wis. Harbor of refuge at Milwaukee Bay, Wisconsin: For completing improvement, one hundred and sixty-eight thousand seven hundred and thirty-seven dollars and ninety-one cents.
- Duluth, Minn., Superior, Wis. Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, four hundred and thirty-seven thousand five hundred dollars.
- Oakland, Cal. Improving harbor at Oakland, California: For continuing improvement under present limit, two hundred thousand dollars. And the provision of the "Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June third, eighteen hundred and ninety-six, relating to improving harbor at Oakland, California, is hereby amended to read as follows:
- Vol. 29, p. 213. *Ante*, p. 759. Continuing harbor improvement. *Provided*, That contracts.
- Limit.
- Limit for fiscal year.
- "Improving harbor at Oakland, California: Continuing improvement under existing project, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute work on said improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate six hundred and sixty-six thousand dollars: *Provided further*, That in making such contract or contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount hereby authorized to be expended."
- The officer of the Coast and Geodetic Survey detailed

to serve on the Board to locate a deep-water harbor for commerce and of refuge at Port Los Angeles, in Santa Monica Bay, California, or at San Pedro, in said State, which Board was created by an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June third, eighteen hundred and ninety-six, United States Statutes at Large, page two hundred and thirteen, shall receive from the appropriation in said Act provided with relation to said harbor, in addition to his mileage provided for in section fifteen hundred and sixty-six of the Revised Statutes, and notwithstanding its provisions, such a per diem allowance for subsistence as the Secretary of War may deem proper.

Board to locate deep-water harbor at Port Los Angeles, etc., allowance to member of.

Vol. 29, p. 213.  
*Antc*, pp. 759, 760.

R. S., sec. 1566, p. 269.

Improving Grays Harbor, Washington: For continuing improvement of harbor and bar entrance, three hundred and fifty thousand dollars.

Grays Harbor, Wash.

Improving Providence River and Narragansett Bay, Rhode Island: For continuing improvement, one hundred and twenty-five thousand dollars.

Providence River and Narragansett Bay, R. I.

Locks and dams in Allegheny River, Pennsylvania: For continuing improvement by construction of locks and dams at Herr Island, above the head of Six-Mile Island, and at Springdale, three hundred and fifty thousand dollars.

Allegheny River, Pa.

Improving the Great Kanawha River, West Virginia: Completing improvement, two hundred and seventy-three thousand dollars.

Kanawha River, W. Va.

Improving upper Monongahela River, West Virginia: For continuing improvement by the construction of six locks and dams, three hundred and fifty thousand dollars.

Monongahela River, W. Va.

Improving the Ohio River: For continuing construction of Dams Numbered Two, Three, and Four, between Davis Island Dam and Dam Numbered Six, four hundred thousand dollars; and the provision in the river and harbor appropriation Act of June third, eighteen hundred and ninety-six, authorizing contracts to be made for improving Ohio River by the construction of Dams Numbered Two, Three, Four, and Five is hereby amended to read as follows:

Ohio River.  
Dams Nos. 2, 3, 4, and 5.  
Vol. 29, p. 225, amended.  
*Ante*, p. 776.

"*Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of the material and work as may be necessary to prosecute work on said improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million nine hundred and ninety thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That in making such contract or contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended."

*Provisos.*  
Contracts.

Limit.

Limit for fiscal year.

Kentucky  
River, Ky.

Improving Kentucky River, Kentucky: For continuing the construction of Locks and Dams Numbered Seven and Eight, two hundred thousand dollars; and the provision of the "Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June third, eighteen hundred and ninety-six, relating to improving Kentucky River, Kentucky, is hereby amended to read as follows: "*Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute work on said improvement in accordance with the present project for same, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million three hundred and forty-nine thousand dollars, exclusive of the amount herein and heretofore appropriated: *Provided*, That of the amount authorized to be expended eighty-three thousand dollars, or so much thereof as may be necessary, may be expended in addition to the fifty thousand dollars herein appropriated in continuing construction and completion of Lock and Dam Numbered Seven, by contract or otherwise, and said eighty-three thousand dollars shall be immediately available: *Provided further*, That in making such contract or contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended."

Vol. 29, p.  
224, amended.  
*Ante*, p. 775.

*Provisos*.  
Contracts.

Limit.

Lock and  
Dam No. 7.

Limit for fis-  
cal year.

Yazoo River,  
Miss.

Improving Yazoo River, Mississippi: For continuing improvement of mouth of Yazoo River and harbor of Vicksburg, three hundred and fifty thousand dollars.

Bayou Pla-  
quemine, La.

Improving Bayou Plaquemine, Louisiana: For continuing improvement, three hundred and fifty thousand dollars.

Cumberland  
River, Tenn.

Improving Cumberland River above Nashville, Tennessee: For continuing improvement by construction of Locks Numbered Five, Six, and Seven, three hundred and fifty thousand dollars.

Ohio River  
Falls and In-  
diana Chute.

Improving Falls of Ohio River at Louisville, Kentucky: For continuing improvement, including Indiana Chute Falls, three hundred and fifty thousand dollars:

*Proviso*.

Completion of  
improvement by  
contract or  
otherwise, etc.

*Provided*, That the Secretary of War may carry to completion the present project of improving the falls of the Ohio River and Indiana Chute Falls, Ohio River, by contract, as provided in the "Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which became a law June third, eighteen hundred and ninety-six; or the necessary materials may be purchased and the work done otherwise than by contract, in his discretion, if more economical and advantageous to the United States.

Vol. 29, p.  
224.  
*Ante*, p. 776.

Locks and dams in Ohio River: For completing construction of Dam Numbered Six, at or below the mouth of Beaver River, three hundred thousand dollars.

Ohio River.  
Dam No. 6.

Improving Chicago River, Illinois: For continuing improvement from its mouth to the stock yards on the South Branch, and to Belmont avenue on the North Branch, one hundred and thirteen thousand dollars, in pursuance of the provisions of "An Act making appropriations for the construction, repair, and improvement of certain public works on rivers and harbors, and for other purposes," approved June third, eighteen hundred and ninety-six; and it is hereby declared to be the true intent and meaning of the said provisions of said Act relating to the improvement of said Chicago River that all of the work in the improvement of said river which was recommended or suggested to be done in the interest of commerce by Captain William L. Marshall, of the Corps of Engineers of the United States Army, in his report of August ninth, eighteen hundred and ninety-three, may be done: *Provided*, That the total cost of such improvement or work shall not exceed the limit provided for in said Act.

Chicago River,  
Ill.

Vol. 29, p.  
228.  
*Ante*, p. 781.

Intent.

*Proviso*.  
Total cost.

Illinois and Mississippi Canal: For continuing construction, eight hundred and seventy-five thousand dollars.

Illinois and  
Mississippi  
Canal.

Improving waterway from Keweenaw Bay to Lake Superior, Michigan: For continuing improvement of water communication across Keweenaw Point, three hundred and fifty thousand dollars.

Waterway,  
Keweenaw Bay  
to Lake Superior.

Improving Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and seventy-three thousand three hundred and thirty-three dollars and thirty-three cents.

Mississippi  
River.  
Mouth of  
Ohio River to  
St. Paul.

For continuing improvement from the mouth of the Missouri River to Saint Paul, eight hundred and twenty-six thousand six hundred and sixty-six dollars and sixty-seven cents: *Provided*, That thirty thousand dollars of said sum, or as much thereof as may be necessary, shall be expended in removing the sand bar which obstructs the channel of the Mississippi River in front of Dubuque, Iowa, and the entrance to the harbor of refuge at Dubuque, Iowa, and that fifteen thousand dollars, or so much thereof as may be necessary, shall be expended in removing the sand bar which obstructs the channel of the Mississippi River in front of Muscatine, Iowa: *Provided further*, That the sum of fifty thousand dollars of said sum shall be expended for continuing the work of constructing artificial banks between the mouth of Flint River and running along the west bank of the Mississippi River to the mouth of the Iowa River.

Mouth of  
Missouri River  
to St. Paul.

*Provisos*.  
Removal of  
sand bars at  
Dubuque and  
Muscatine,  
Iowa.

Artificial  
banks from  
mouth of Flint  
to mouth of  
Iowa River.

Willamette  
and Yamhill  
rivers. Vol. 30,  
p. 1148. *Post*,  
p. 883.

Mississippi  
River Commis-  
sion.

Head of  
Passes to the  
Ohio.  
Expenses,  
etc.

Vol. 29, p.  
230.  
*Ante*, p. 785.

Prevention  
of break into  
Cache River,  
etc.

Missouri Riv-  
er Commission.  
Expenses, etc.

Nebraska  
City, Neb.

Suwanee Riv-  
er, Fla.

Gull Lake,  
Minn.

Improving Willamette and Yamhill rivers, Oregon: For completing improvement, one hundred and sixty thousand dollars.

Improving Mississippi River: For continuing improvement of Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million nine hundred and thirty-three thousand three hundred and thirty-three dollars; which sum, in the discretion of the Secretary of War, may be immediately available for expenditure under contract or otherwise. And of the sum hereby appropriated, six hundred thousand dollars shall be deducted from the sum of two million five hundred and thirty-three thousand three hundred and thirty-three dollars authorized to be appropriated and expended for the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, by the "Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which became a law on June third, eighteen hundred and ninety-six.

For the purpose of preventing the Mississippi River from breaking through into the Cache River at or near a point known as Beach Ridge, a few miles north of Cairo, whereby the National Cemetery at Mound City, at the mouth of the Cache River, and the Marine Hospital at Cairo would be in imminent danger of destruction, the sum of one hundred thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to be immediately available.

Improving Missouri River from mouth to Sioux City, Iowa: For continuing improvement of Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks, and gauges, three hundred thousand dollars; of the sum heretofore appropriated for improving the Missouri River, the Secretary of War is directed to expend not exceeding twenty-five thousand dollars to repair and protect the works in the neighborhood of Nebraska City, in the State of Nebraska.

The unexpended balance of the appropriation for the improvement of the Suwanee River, Florida, may, in the discretion of the Secretary of War, be expended for deepening the West Pass of the Suwanee River at its mouth.

A sum not exceeding fifteen thousand dollars, or so much thereof as may be necessary, of the money heretofore appropriated for the construction of reservoirs at the head waters of the Mississippi River may be used and is hereby made available for the payment of damages for lands and tenements overflowed or injured by the construction of a reservoir and dam at Gull Lake, Minnesota.



That the Secretary of War be, and he is hereby, authorized to investigate the extent of the obstruction of the navigable waters of Florida, Louisiana, and other South Atlantic and Gulf States by the aquatic plant known as the water hyacinth, and to perform such experimental work as he shall deem necessary to determine some suitable and feasible plan or method of checking and removing such obstacle, so far as it is a hindrance to interstate or foreign commerce, and to report the results of such investigation and experimental work; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the cost thereof.

The water hyacinth, investigation of, etc.

That the Secretary of War be, and he hereby is, directed to cause a survey to be made to examine into the feasibility and advisability of the improvement of the waterway beginning at a point at or near the site selected for Lock Numbered Thirteen, on the Warrior River, and continuing up Valley River from its mouth, following the general course of said stream, to Bessemer, Alabama; thence up the Valley to Birmingham and beyond to Five Mile Creek, at a point where sufficient head can be obtained to supply water for that part of said route between Five Mile Creek and Bessemer, Alabama, so as to secure a channel to have a minimum depth of six feet and be at least fifty feet in width at the water line, and to ascertain the cost of such improvement, and the cost of such surveys shall be defrayed from the unexpended balance of the funds heretofore appropriated for the improvement of the Black Warrior River from Tuscaloosa to Daniels Creek.

Waterway from Warrior River to Five-mile Creek, etc.

For the purchase of a dredge boat for use in the harbor improvement at Sabine Pass, Texas, one hundred thousand dollars, and for the expense of operating the same during the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, thirty thousand dollars; in all, one hundred and thirty thousand dollars.

Sabine Pass, Tex. Dredge boat, etc. Vol. 30, p. 249. Post, p. 320.

IMPROVEMENT OF PEARL HARBOR: For expense of necessary survey of entrance to and of Pearl Harbor, Hawaiian Islands, and to enable the Secretary of the Navy to ascertain and report to Congress the amount of land necessary to be acquired in said harbor and the probable cost thereof for a coaling and repair station, ten thousand dollars.

Pearl Harbor. Survey, etc.

For maintaining and keeping open the channel in Mobile Bay, in the State of Alabama, twenty-five thousand dollars, or so much thereof as may be necessary, to be expended under the direction of the Secretary of War during the fiscal year ending June thirtieth, eighteen hundred and ninety-eight.

Mobile Bay, Ala.

And hereafter the Secretary of War shall annually submit estimates in detail for river and harbor improvements required for the ensuing fiscal year to the Secretary of the Treasury to be included in, and carried into the sum total of, the Book of Estimates.

Estimates, etc.

\* \* \* \* \*

California  
Débris Commis-  
sion.  
Expenses.  
Vol. 27, p.  
507.  
*Ante*, p. 659.

**CALIFORNIA DÉBRIS COMMISSION:** For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.

New York  
Harbor.

**HARBOR OF NEW YORK:** For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors,  
etc.

For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

Vessels.

For pay of crews and maintenance of four steam tugs and three launches, forty-eight thousand seven hundred and forty dollars;

In all, fifty-nine thousand dollars.

\* \* \* \* \*

Deep water-  
ways between  
Great Lakes  
and Atlantic  
tide waters.  
Vols. 28, p.  
950; 30, pp.  
636, 1109; 31,  
p. 12.  
*Ante*, p. 734;  
*post*, pp. 833,  
843, 904.

**DEEP WATERWAYS COMMISSION:** For surveys and examinations (including estimate of cost) of deep waterways and the routes thereof, between the Great Lakes and the Atlantic tide waters, as recommended by the report of the Deep Waterways Commission<sup>[a]</sup> transmitted by the President to Congress January eighteenth, eighteen hundred and ninety-seven, one hundred and fifty thousand dollars. Such examinations and surveys shall be made by a board of three engineers<sup>[b]</sup>, to be designated by the President, one of whom may be detailed from the Engineer Corps of the Army, one from the Coast and Geodetic Survey, and one shall be appointed from civil life.

Board to sur-  
vey, etc.

That for the purpose of ascertaining the character and value of the improvements made at the Pass of Aransas, on the Gulf coast of Texas, by the Aransas Pass Harbor Company, a board of three engineers shall be appointed by the President, from the Engineer Corps of the Army; and such board shall personally make examination of the work done by said company for the purpose of deepening the channel and removing the bar at or near said Pass of Aransas.

Aransas Pass,  
Tex.

Vols. 26, p.  
105; 28, p. 26;  
29, p. 3; 30, p.  
1128.  
*Ante*, pp. 543,  
671, 736; *post*,  
p. 855.  
Board to ex-  
amine improve-  
ments.

Duties.

It shall be the duty of the board so constituted to report the depth of water upon the bar at the time of their examination; the character of the work done and the cost of same; the character and cost of any unfinished work contracted to be done by said company; the probable result upon the deepening of the channel across the bar of any work contracted for or contemplated by said

<sup>a</sup> The report of this Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.

<sup>b</sup> The reports of this Board are as follows: (1) Progress report, House Doc. No. 110, Fifty-fifth Congress, third session; (2) report on regulation of level of Lake Erie, House Doc. No. 200, Fifty-sixth Congress, first session; (3) final report, with estimates, House Doc. No. 149, Fifty-sixth Congress, second session.

company, but not then finished; the value to the Government of all work done or contracted to be done by said company for the purpose of deepening said channel or removing said bar, and such other information as they may deem essential to be known to Congress in making future provision for the purchase of said works by the United States Government.

Said board shall report the result of their investigation to the Secretary of War on or before the first Monday in December, eighteen hundred and ninety-seven, and the Secretary shall immediately transmit the report to Congress; and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the expenses of the said board and for the services of the said engineers, the amount of such compensation for said services to be fixed by the Secretary of War.

Report.

\* \* \* \* \*

Approved, June 4, 1897.

**CHAP. 9.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, and for prior years, and for other purposes.

July 19, 1897.  
Vol. 30, p. 105.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-seven, and for prior years, and for other objects hereinafter stated, namely:

Deficiencies appropriations.

\* \* \* \* \*

**IMPROVING MISSISSIPPI RIVER:** For continuing improvement of Mississippi River from Head of the Passes to the mouth of the Ohio River, six hundred and twenty-five thousand dollars.

Mississippi River.  
Head of Passes to mouth of Ohio River.

**IMPROVING MISSISSIPPI RIVER FROM THE MOUTH OF THE OHIO RIVER TO SAINT PAUL, MINNESOTA:** For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, three hundred and twenty-five thousand dollars.

Mouth of Ohio River to St. Paul.

For continuing improvement from the mouth of the Missouri River to Saint Paul, Minnesota, two hundred thousand dollars.

Mouth of Missouri River to St. Paul.

For continuing improvement of Cumberland Sound: Fifty thousand dollars for sluicing and dredging at the entrance to said sound, in accordance with the revised project of eighteen hundred and ninety-five, as recommended in a communication from the Secretary of War

Cumberland Sound.  
Continuing improvement, etc.

*Proviso.*  
Limit of cost. to the Senate, dated June twenty-sixth, eighteen hundred and ninety-seven: *Provided*, That nothing herein contained shall be so construed as to increase the limit of cost of such improvement beyond the amount heretofore fixed by law.

Surveys, etc.,  
South Pass. EXAMINATIONS AND SURVEYS AT SOUTH PASS, MISSISSIPPI RIVER: To supply a deficiency in the permanent appropriation for securing the uninterrupted examinations and surveys at the South Pass of the Mississippi River, one thousand dollars.

Green Bay,  
Wis. To correct an error in enrolling the Act of June third, Vol. 29, p. 211, eighteen hundred and ninety-six, making appropriations for the construction, repair, and preservation of certain Ante. p. 757. public works on rivers and harbors, and for other purposes, the sum of five thousand dollars, to be expended under and by direction of the Secretary of War in continuing the improvement of the harbor at Green Bay, Wisconsin.  
Error in enrollment corrected.

St. Marys  
River, Mich. The Secretary of War is authorized to pay, out of any unexpended balance of funds heretofore appropriated for improving Saint Marys River at the falls, Michigan, the cost chargeable to the defendant under the decree of the Supreme Court of the United States in the case of Gilmore G. Scranton versus Eben S. Wheeler, the said case being a suit of ejectment brought against the said Wheeler in his official capacity as the general superintendent of the Saint Marys Falls Canal, to settle the ownership of the land on which one of the Government piers is built: *Provided*, That the sum hereby authorized to be paid shall not exceed four hundred and thirty-seven dollars and sixty cents.  
*Proviso.*  
Limit.

Kootenai  
River, Mont. To defray the expense of removing obstructions in the Kootenai River, above Jennings, Montana, on which vessels have been recently wrecked, the sum of five thousand dollars, or so much thereof as may be necessary.

\* \* \* \* \*

SEC. 2. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of Vol. 18, p. 110. June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, Ante. p. 225. being for the service of the fiscal year eighteen hundred and ninety-four, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Document Numbered Two hundred and sixty, Fifty-fourth Congress, second session, there is appropriated as follows:

\* \* \* \* \*

## CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.

\* \* \* \* \*

For improving Columbia River from Rock Island Rapids to Priest Rapids, Washington, fourteen dollars and thirty-seven cents.

Columbia River, Wash.

For expenses California Débris Commission, forty dollars and forty-one cents.

California Débris Commission.

\* \* \* \* \*

SEC. 4. That for the payment of the following claims, certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-four, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in Senate Document Numbered One hundred and twenty-one, Fifty-fifth Congress, first session, there is appropriated as follows:

Vol. 18, p. 110.  
Ante, p. 225.

Vol. 23, p. 254.

\* \* \* \* \*

## CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.

\* \* \* \* \*

For improving Columbia River from Rock Island Rapids to Priest Rapids, Washington, one dollar and twenty-eight cents.

Columbia River, Wash.

For survey for canal from Lake Erie to Ohio River, one hundred and ninety-nine dollars and forty-seven cents.

Survey for canal, etc.

For expenses California Débris Commission, seventy-one dollars and twenty-nine cents.

California Débris Commission.

\* \* \* \* \*

Approved, July 19, 1897.

[No. 9.] Joint Resolution Providing for a survey and report upon the practicability of securing a navigable channel of adequate width and of thirty-five feet depth at mean low water of the Gulf of Mexico throughout Southwest Pass of the Mississippi River.

Feb. 17, 1898.  
Vol. 30, p. 735.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of ten thousand dollars, or so much thereof as may be necessary, be, and is hereby, authorized to be expended out of the unexpended balance of the two hundred and fifty thousand dollars appropriated by an Act entitled "An Act to provide for closing the crevasse in Pass a Loutre, one of the outlets of the Mississippi River, approved February twenty-sixth, eighteen hundred and ninety-seven," for the purpose of making a

Mississippi River.  
Survey of Southwest Pass.Vol. 29, p. 597.  
Ante, p. 807.

To be made  
by Board of  
Engineers, U.  
S. A.

survey and report upon the practicability of securing a navigable channel of adequate width and of thirty-five feet depth at mean low water of the Gulf of Mexico throughout Southwest Pass of the Mississippi River; said survey to be made, under the direction of the Secretary of War, by a board composed of three engineer officers of the United States Army, appointed by him.

Approved, February 17, 1898.

Feb. 17, 1898. **CHAP. 27.**—An Act To make available fifteen thousand dollars heretofore appropriated for the expense of operating a dredge boat at Sabine Pass, Texas.

Sabine Pass,  
Tex.  
Appropriation  
for dredge boat  
immediately  
available.  
Vol. 30, p. 48.  
*Ante*, p. 815.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sum of fifteen thousand dollars appropriated by the Act of June fourth, eighteen hundred and ninety-seven, for the expense of operating, during the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, a dredge boat to be purchased for use in the harbor improvement at Sabine Pass, Texas, shall be immediately available, and shall be applied and used to operate the dredge boat or boats now in use or to be used at Sabine Pass, Texas, and for dredging and improving said harbor.

Approved, February 17, 1898.

Mar. 5, 1898. **CHAP. 37.**—An Act Permitting the building of a dam between Coon Rapids and the north limits of the city of Minneapolis, Minnesota, across the Mississippi River.

Twin City  
Rapid Transit  
Co. may con-  
struct dam,  
etc., across Mis-  
sissippi River  
between Coon  
Rapids and  
Minneapolis.  
Vol. 31, p.  
75.  
*Post*, p. 907.  
Lock.  
*Provisos*.  
Possession  
by Govern-  
ment, etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to the Twin City Rapid Transit Company, its successors or assigns, to construct across the Mississippi River, at any point between Coon Rapids and the north line of the limits of the city of Minneapolis, a dam, canal, and works necessarily incident thereto, for water-power purposes. The said dam shall be so constructed that there can, at any time, be constructed in connection therewith a suitable lock for navigation purposes: *Provided, also*, That the Government of the United States may at any time take possession of said dam and appurtenant works and control the same for purposes of navigation by paying the said company the value not exceeding the actual cost of the same, but shall not do so to the destruction of the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation: *Provided further*, That the works shall be constructed so as to provide for the free passage of saw logs. The said Twin City Rapid Transit Company shall make such change and modification in the works as the Secretary of War may from time to time deem necessary in

Passage of  
saw logs.

Changes.

the interests of navigation, at its own cost and expense: *Provided further*, That in case any litigation arises from the obstruction of the channel by the dam, canal, or appurtenant works, the case may be tried in the proper Federal court of the United States in which the works are situated.

Litigation  
to be in Federal  
court.

SEC. 2. That the right to amend, alter, or repeal this Act is hereby expressly reserved: *And provided further*, That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by the Twin City Rapid Transit Company, its successors or assigns.

Amendment.  
Proviso.  
Fishways.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within two years and completed within five years from the date hereof.

Commence-  
ment and com-  
pletion.

Approved, March 5, 1898.

[No. 14.] Joint Resolution Providing for estimate of cost of certain improvements at the mouth of Double Bayou and Galveston Bay, Texas.

Mar. 5, 1898.  
Vol. 30, p. 736.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized and directed to submit estimates of the cost of opening a channel through the bar at the mouth of Double Bayou, on the east side of Galveston Bay, in the county of Chambers and State of Texas, such channel to be six feet deep and one hundred feet wide, beginning at a point in Trinity or Galveston Bay, where the depth shoals to six feet, and creating a channel of this depth to a point of six feet depth in Double Bayou, the entire distance not to exceed one thousand two hundred yards, all as shown by maps and surveys made in compliance with the provisions of the river and harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four [<sup>a</sup>], and submitted to Congress under date of November twenty-ninth, eighteen hundred and ninety-five; and in making the foregoing estimate the cost shall be estimated for a channel created by permanent walls, also by the process of dredging alone.

Double Bayou  
and Galveston  
Bay, Tex.  
Estimate of  
certain im-  
provements.

Vol. 26, p. 463.  
*Ante*, p. 595.

Approved, March 5, 1898.

[No. 22.] Joint Resolution Relative to the appropriation for the Rouge River, Michigan.

Apr. 11, 1898.  
Vol. 30, p. 738.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized

Rouge River  
Mich.

<sup>a</sup> The act of 1894 did not provide for a survey of this locality, but a survey of the mouth of this bayou was made in accordance with the provisions of the river and harbor act approved September 19, 1890, which is supposed to be the act intended in the joint resolution.

Appropriation for dredging.

and directed to cause the Rouge River, Michigan, to be dredged between the Wabash Bridge to Maples Road, with the view of obtaining a thirteen-foot channel (in accordance with the letter of G. J. Lydecker, Lieutenant Colonel, Corps of Engineers, dated November twentieth, eighteen hundred and ninety-seven), at an expense not to exceed five thousand dollars, to be paid out of the appropriation already available for the improvement of that stream.

Approved, April 11, 1898.

Apr. 11, 1898. [No. 23.] Joint Resolution Making an appropriation for the improvement of the Anacostia River and the reclamation of its flats.

Anacostia River, D. C.

Appropriation for project of improvement, etc.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, directed to prepare and submit to Congress forthwith a project for the improvement of the Anacostia River and the reclamation of its flats from the line of the District of Columbia to the mouth of said river, with an estimate of the cost of the same, and a report on the area and ownership of the land to be reclaimed, and if any portion of said land is vested in private persons an estimate of the cost of acquiring the same; and the sum of two thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the cost of surveys and other expenses in the premises.

Approved, April 11, 1898.

Apr. 29, 1898. [No. 29.] Joint Resolution Authorizing the Secretary of War to make a survey of the West Fork River, West Virginia, and prepare estimates of the cost thereof.

West Fork River, W. Va., survey of, etc.

—report.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby directed to cause a survey and submit an estimate for the improvement of the West Fork River, West Virginia, from its mouth to the city of Clarksburg, West Virginia, by a system of locks and dams, the proper location of necessary dams, as well as probable cost thereof. And that the Secretary of War be requested to inform the Congress as to the advisability of the proposed improvement.

Approved, April 29, 1898.

May 4, 1898. **CHAP. 237.**—An Act To provide for a survey of Elk River, in Tenn., etc., survey of. Tennessee and Alabama.

Elk River, Tenn., etc., survey of.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be authorized and directed to cause a survey to be made of Elk River, in Ten-



nessee and Alabama, and that a report be made as early as practicable showing the probable cost of improving the river so as to make it available for light-draft steamers. The Secretary of War is also directed to report to Congress his opinion as to the advisability of the contemplated survey.

Approved, May 4, 1898.

Reports.

**CHAP. 238.**—An Act Permitting the building of a dam across Rainy Lake River.

May 4, 1898.  
Vol.30,p.398.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Koochiching Company, its successors and assigns, to construct across the Rainy Lake River, at any part of the rapids in section twenty-seven, township seventy-one north, range twenty-four west of the fourth principal meridian, in the State of Minnesota, a dam, canal, and works necessarily incident thereto, for water-power purposes. The said dam shall be so constructed that there can at any time be constructed in connection therewith a suitable lock for navigation purposes: *Provided*, That the Government of the United States may at any time take possession of said dam and appurtenant works and control the same for purposes of navigation by paying the said company the actual cost of the same, but shall not do so to the destruction of the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation: *Provided further*, That the works shall be constructed so as to provide for the free passage of saw logs and fish. The said Koochiching Company, its successors and assigns, shall make such change and modification in the works as the Secretary of War may from time to time deem necessary in the interests of navigation, at its own cost and expense: *Provided further*, That in case any litigation arises from the obstruction of the channel by the dam, canal, or other works erected in connection therewith, the case may be tried in the proper court of the United States in the district in which the works are situated.

Koochiching  
Company may  
dam Rainy  
River, Minn.

Vol. 31, p.  
167.  
Post, p. 908.  
Vol. 32, p.  
485.  
Post, p. 1027.  
—lock.

*Provisos.*  
Government  
possession.

Passage of  
saw logs and  
fish.  
Changes.

Litigation.

SEC. 2. That the right to amend, alter, or repeal this Act is hereby expressly reserved.

Amendment.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and completed within three years from the date hereof.

Commence-  
ment and com-  
pletion.  
Vol. 31, p. 167.  
Post, p. 908.

Approved, May 4, 1898.

May 7, 1898. [No. 31.] Joint Resolution For the improvement of Humboldt Harbor, California.  
Vol. 30, p. 741.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

Humboldt Harbor, Cal. That the Secretary of War be, and he is hereby, requested  
Estimates of cost of dredging, etc. to submit detailed estimates from information now on file  
Vol. 29, p. 236. of Humboldt Harbor, California, as contemplated by the  
Ante, p. 793. river and harbor Act of June third, eighteen hundred and ninety-six, and by the report of Cassius E. Gillette, captain of engineers, submitted to Congress in the report of the Chief of Engineers.

Approved, May 7, 1898.

May 7, 1898. [No. 32.] Joint Resolution Directing the Secretary of War to  
Vol. 30, p. 741. submit plans and estimates for the proposed improvement of Hillsboro Bay, Florida, from its confluence with Tampa Bay, through Hillsboro Bay and River, to the city of Tampa.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*

Hillsboro Bay, Fla. That the Secretary of War be, and he is hereby, authorized  
Estimates for improvement of. and directed to submit plans and estimates for the improvement of Hillsboro Bay, Florida, from its confluence with Tampa Bay, through Hillsboro Bay and River, to the city of Tampa, to carry out the recommendations of the engineers of the War Department already made.  
Report. That the Secretary of War be requested to report to Congress whether or not it is advisable for the Government to undertake said improvement.

Approved, May 7, 1898.

May 7, 1898. **CHAP. 249.**—An Act For the survey of the pass leading from  
Vol. 30, p. 403. the Gulf of Mexico into Horn Island Harbor, Mississippi, and a survey of said harbor.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

Survey of pass from Gulf of Mexico into Horn Island Harbor, Miss. That the Secretary of War be, and he is hereby, authorized and directed to cause to be made a survey of the pass leading from the Gulf of Mexico into Horn Island Harbor, Mississippi, and a survey of said harbor and of the channel leading to and from said pass, with a view of ascertaining the extent to which the same should be dredged and improved in order to meet the necessities of commerce; and he shall also report a plan for making the necessary dredging and improvements, together with an estimate of the cost of same, and whether or not, in the opinion of the War Department, the proposed improvement should be undertaken by the Government.

Report.

Approved, May 7, 1898.

**CHAP. 299.**—An Act Extending the homestead laws and providing for right of way for railroads in the District of Alaska, and for other purposes.

May 14, 1898.  
Vol. 30, p. 409.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* \* \* \*

SEC. 2. That the right of way through the lands of the United States in the District of Alaska is hereby granted to any railroad company, duly organized under the laws of any State or Territory or by the Congress of the United States, \* \* \* And when such railway shall connect with any navigable stream or tide water such company shall have power to construct and maintain necessary piers and wharves for connection with water transportation, subject to the supervision of the Secretary of the Treasury: *Provided*, That nothing in this Act contained shall be construed as impairing in any degree the title of any State that may hereafter be erected out of said District, or any part thereof, to tide lands and beds of any of its navigable waters, or the right of such State to regulate the use thereof, nor the right of the United States to resume possession of such lands, it being declared that all such rights shall continue to be held by the United States in trust for the people of any State or States which may hereafter be erected out of said District. The term "navigable waters," as herein used, shall be held to include all tidal waters up to the line of ordinary high tide and all nontidal waters navigable in fact up to the line of ordinary high-water mark. \* \* \*

Right of  
way to rail-  
roads.

Wharves.

Rights of  
future States.

"Navigable  
waters," de-  
fined.

\* \* \*  
Approved, May 14, 1898.

[No. 41.] Joint Resolution Calling upon the Secretary of War for information concerning the port of Sabine Pass.

May 28, 1898.  
Vol. 30, p. 745.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, directed to furnish Congress as soon as possible all information and copies of such reports as he may have relative to any enterprise or construction, in the way of a ship canal or otherwise, known to him to be in process of completion in or about the harbor of Sabine Pass, and as to whether any plans or estimates have been submitted to and approved by him or the Department of Engineers for any such enterprise or construction; and whether, in the opinion of the United States Engineer Department, there is any possibility of any such enterprise or construction

Sabine Pass.  
Construction  
of ship canal  
in harbor of.

obstructing or lessening the depth of the harbor of Sabine Pass<sup>[a]</sup>.

Approved, May 28, 1898.

June 4, 1898. [No. 44.] Joint Resolution Directing the Secretary of War to submit plans and estimates for the improvement of Tampa Bay, Florida, from Port Tampa to its mouth, in the Gulf of Mexico.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
 Tampa Bay, Fla. That the Secretary of War be, and he is hereby, authorized and directed to submit plans and estimates for the improvement of Tampa Bay, from Port Tampa to the mouth of the bay, in the Gulf of Mexico, so as to give a depth of water thirty feet deep at mean low water, five hundred feet wide on the bar at the entrance of Tampa Bay, and three hundred feet wide in the bay itself; and that the Secretary of War be, and is hereby, requested to inform Congress of his views as to the advisability of the proposed improvement.

Plans, etc., for improvement of.  
 Approved, June 4, 1898.

June 8, 1898. [No. 47.] Joint Resolution For a survey of the harbor at Sheboygan, Wisconsin.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
 Sheboygan, Wis. That the Secretary of War be, and he hereby is, requested and directed to cause a survey to be made of the harbor at Sheboygan, Wisconsin, to ascertain the best method and expense of preventing the injurious effects of the northeast seas. And that the Secretary of War be, and he is hereby, directed to report as to the advisability of the project.

Survey of harbor.  
 Approved, June 8, 1898.

June 16, 1898. [No. 50.] Joint Resolution Directing the Secretary of War to submit estimates for work upon Wallabout Channel, New York.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
 Wallabout channel, East River, N. Y. That the Secretary of War be, and he is hereby, authorized and directed to submit estimates for work on Wallabout Channel, New York, with a view to secure a depth

<sup>a</sup> The report on this subject is printed as House Document No. 549, Fifty-fifth Congress, second session, and relates to the construction by the Port Arthur Channel and Dock Company of the Port Arthur Canal, from Sabine Pass to Port Arthur, and to the dredging of Sabine Pass Harbor by the Sabine Land and Improvement Company.

of twenty feet and a width of three hundred feet at mean low water from its entrance to the timber causeway, in accordance with the plans heretofore submitted, and that the Secretary of War be, and is hereby, requested to submit his opinion as to the advisability of the proposed improvement.

Approved, June 16, 1898.

**CHAP. 459.**—An Act For a survey for a channel leading from Ship Island Harbor, Mississippi, to the railroad pier at Gulf Port, Mississippi, and to Biloxi, Mississippi, and for a survey of Ship Island Pass. June 16, 1898.  
Vol. 30, p. 473.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to cause to be made a survey for a channel leading from Ship Island Harbor, Mississippi, to the railroad pier at Gulf Port, Mississippi, and from Ship Island Harbor to Biloxi, Mississippi, and also for an anchorage basin at both places, with a view to ascertaining the cost of same and its advisability.

Survey of  
channel from  
Ship Island  
Harbor, Miss.,  
to Gulfport,  
etc.

He shall also report a place for making and maintaining said channels and basins by necessary dredging and improvements, together with an estimate of the cost of same. He shall further cause to be made a survey for a channel twenty-six feet deep at mean low water through Ship Island Pass, Mississippi, and report the cost and advisability of making same by dredging.

Approved, June 16, 1898.

**CHAP. 546.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, and for other purposes. July 1, 1898.  
Vol. 30, p. 597.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, namely:

Appropriations for  
sundry civil ex-  
penses.

\* \* \* \* \*

For continuing improvement of the harbor of Wilmington and Christiana River, Delaware, two hundred and five thousand eight hundred and forty-six dollars. Wilmington  
and Christiana  
River, Del.,  
harbor.

\* \* \* \* \*

Toward the construction of works on harbors and rivers under contracts or otherwise and within the limits authorized by law, namely:

River and  
harbor im-  
provements.

- Hudson River, N. Y.** For improving Hudson River, New York: Completing improvement, one hundred and sixty thousand four hundred and six dollars and fifty-six cents.
- Humboldt, Cal.** For improving harbor and bay at Humboldt, California: Continuing improvement, one hundred thousand dollars.
- Gowanus Bay, N. Y.** Improving channel in Gowanus Bay, New York: For completing improvement of Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Buttermilk channels in the harbor of New York, New York, one hundred and thirty thousand dollars.
- Savannah, Ga.** Improving harbor at Savannah, Georgia: For continuing improvement, four hundred and fifty thousand dollars.
- Cumberland Sound, Ga. and Fla.** Improving Cumberland Sound, Georgia and Florida: For continuing improvement, four hundred and fifty thousand dollars.
- Portland, Me.** Improving harbor at Portland, Maine: For continuing improvement, two hundred thousand dollars.
- Rockland, Me.** Improving harbor at Rockland, Maine: For continuing improvement, three hundred thousand dollars.
- Boston, Mass.** Improving harbor at Boston, Massachusetts: For continuing improvement, two hundred and fifty thousand dollars.
- Providence River and Narragansett Bay, R. I.** Improving Providence River and Narragansett Bay, Rhode Island: For continuing improvement, one hundred and twenty-five thousand dollars.
- Bridgeport Harbor, Yellow Mill Pond. Vol. 29, p. 204. Ante, p. 746.** The provision in the river and harbor Act of June third, eighteen hundred and ninety-six, authorizing the expenditure of ten thousand dollars upon Yellow Mill Pond, so called, in Bridgeport Harbor, conditioned upon the construction by the city of Bridgeport of a draw-bridge upon plans approved by the Secretary of War, is hereby so amended as to permit the immediate expenditure of said sum in the discretion of the Secretary of War, the plans for said bridge having been approved by him and the sum of twenty thousand dollars appropriated therefor by the city of Bridgeport.
- Buffalo, N. Y.** Improving harbor at Buffalo, New York: For continuing improvement, four hundred and eighty-nine thousand seven hundred and forty-six dollars.
- Delaware Bay, harbor of refuge.** Harbor of refuge, Delaware Bay, Delaware: For continuing construction, eight hundred thousand dollars.
- Winyah Bay, S. C.** Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, four hundred and fifty thousand dollars.
- Sabine Pass, Tex.** Improving Sabine Pass, Texas: For continuing improvement of harbor at Sabine Pass, four hundred thousand dollars.
- Duluth, Minn. Superior, Wis.** Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, seven hundred and seventy thousand one hundred and thirty-eight dollars.

Improving harbor at Oakland, California: For continuing improvement, under existing project, one hundred and thirty-three thousand dollars.

Oakland, Cal.

For the purpose of carrying out the following provision of the river and harbor Act of eighteen hundred and ninety-six: "For the construction of restraining barriers for the protection of the Sacramento and Feather rivers in California, two hundred and fifty thousand dollars, such restraining barriers to be constructed under the direction of the Secretary of War in accordance with the recommendations of the California Debris Commission, pursuant to the provisions of, and for the purposes set forth in, section twenty-five of the Act of the Congress of the United States, entitled, 'An Act to create the California Debris Commission and regulate hydraulic mining in the State of California,' approved March first, eighteen hundred and ninety-three: *Provided*, That the Treasurer of the United States be, and he is hereby, authorized to receive from the State of California, through the debris commission of said State, or other officer thereunto duly authorized, any and all sums of money that have been, or may hereafter be, appropriated by said State for the purposes herein set forth. And said sums when so received and hereby appropriated for the purposes above named, to be expended in the manner above provided," and for the further purpose of making available to the United States the appropriation, or any part thereof, made by the provisions of an act of the legislature of the State of California, approved March seventeenth, eighteen hundred and ninety-seven, entitled "An act to amend an act entitled 'An act to provide for the appointment, duties, and compensation of a debris commissioner, and to make appropriation to be expended under his directions in the discharge of his duties as such commissioner, approved March twenty-fourth, eighteen hundred and ninety-three,'" and of said amended act, the Secretary of War is hereby authorized, in the preparation for and construction of the proposed works authorized and appropriated for by the aforesaid provisions, to enter into an agreement that the contractor shall look solely to the State of California for one-half of such expense, to be paid out of said State appropriation, and the United States shall in no manner be liable for said one-half.

Sacramento and Feather rivers, Cal.  
Restraining barriers, etc.  
Vol. 29, p. 232.

*Ante*, p. 787.

Vol. 27, p. 511.  
*Ante*, p. 665.

*Proviso.*  
Receipt and use of State appropriations.

Agreement that contractor shall look solely to State for half expenses, etc.

Vol. 30, p. 1148.  
*Post*, p. 882.

Improving harbor at San Pedro, California: For construction of a deep-water harbor for commerce and of refuge at San Pedro, California, in accordance with the plans and specifications of the board <sup>[a]</sup> appointed by the President, as provided in the Act of June third, eighteen hundred and ninety-six, four hundred thousand dollars; but nothing herein shall be construed to extend the limit of cost of improvement of the harbor at San Pedro, Cali-

San Pedro, Cal.

Vol. 29, p. 213.  
*Ante*, p. 759.

<sup>a</sup> The report of the Board is printed as Senate Document No. 18, Fifty-fifth Congress, first session,

fornia, as authorized by said Act of June third, eighteen hundred and ninety-six.

Coos Bay,  
Oreg.  
Vol. 28, p.  
346.  
*Ante*, p. 688.  
Vol. 29, p.  
214.  
*Ante*, p. 761.  
Secretary of  
War may con-  
tract for work,  
etc.

That the provisions of the river and harbor Acts of August eighteenth, eighteen hundred and ninety-four, and June three, eighteen hundred and ninety-six, making appropriations for improving harbor at Coos Bay, Oregon, by deepening harbor and removing obstructions therefrom, are hereby so amended as to authorize the Secretary of War, in his discretion, to expend any or all of the funds so appropriated in carrying on the required dredging and other work by contract, or in any manner that in his judgment may be most economical and advantageous to the Government.

Allegheny  
River, Pa.

Locks and dams in Allegheny River, Pennsylvania: For continuing improvement by construction of locks and dams at Herr Island, above the head of Six-Mile Island, and at Springdale, three hundred thousand dollars.

Monongahela  
River, W. Va.

Improving upper Monongahela River, West Virginia: For continuing improvement by the construction of six locks and dams, four hundred thousand dollars.

Cumberland  
River.

Improving Cumberland River above Nashville, Tennessee: For continuing improvement by construction of locks numbered five, six, and seven, two hundred and fifty thousand dollars.

Kentucky  
River, Ky.

Improving Kentucky River, Kentucky: For continuing improvement, three hundred and fifty thousand dollars.

Falls of Ohio  
at Louisville,  
Ky.

Improving Falls of Ohio River at Louisville, Kentucky: For completing improvement, including Indiana Chute Falls, one hundred and sixty-seven thousand two hundred and fifty dollars, of which sum fifteen thousand dollars shall be used for restoring the levee and banks of the Ohio River at or near Shawneetown, Illinois, recently swept away by the high waters in said river, such sum to be immediately available.

Dams Nos.  
2, 3, 4, 5.

For continuing construction of dams numbered two, three, four, and five, between Davis Island Dam and dam numbered six, five hundred and ninety-five thousand dollars.

Chicago  
River, Ill.

Improving Chicago River, Illinois: For continuing improvement from its mouth to the stock yards on the South Branch, and to Belmont avenue on the North Branch, four hundred thousand dollars.

Illinois and  
Mississippi Ca-  
nal.

*Proviso.*

Illinois and Mississippi Canal: For continuing construction, one million four hundred and twenty-seven thousand seven hundred and forty dollars: *Provided*, That twenty-five thousand dollars of said sum shall be used under the direction of the Secretary of War for the purpose of constructing a high bridge across Rock River on the line of said canal, in lieu of the one known as the Moline bridge in the county of Rock Island.

Bridge over  
Rock River, etc.

Cleveland,  
Ohio.

*Proviso.*

Improving harbor at Cleveland, Ohio: For continuing improvement, three hundred thousand dollars: *Provided*,



That six thousand dollars of said sum may be used for the repair and extension of the levee of the Muskingum River at Zanesville, Ohio, in the discretion of the Secretary of War.

Levee of  
Muskingum  
River.

Improving waterway from Keweenaw Bay to Lake Superior, Michigan: For continuing improvement of water communication across Keweenaw Point, four hundred and fifty thousand dollars.

Waterway  
from Kewe-  
naw Bay to  
Lake Superior.

Improving Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and seventy-three thousand three hundred and thirty-three dollars and thirty-three cents.

Mississippi  
River.

Mouth of  
Ohio to St.  
Paul.

For continuing improvement from the mouth of the Missouri River to Saint Paul, eight hundred and twenty-six thousand six hundred and sixty-six dollars and sixty-seven cents, of which sum forty thousand dollars, or so much thereof as may be necessary in the discretion of the Secretary of War, shall be expended to complete the construction of the levee from Flint Creek to the Iowa River, according to the existing project of improvement.

Mouth of  
Missouri to St.  
Paul.

Improving Mississippi River: For continuing improvement of Mississippi River from head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, one million nine hundred and eighty-three thousand three hundred and thirty-three dollars, of which the sum of twenty thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, in protecting the bank at and near the town of Caruthersville, Missouri; the sum of one hundred thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, in the rectification of the banks at Greenville, Mississippi; the sum of thirty thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, for the completion of the revetment work at or near the town of Helena, Arkansas; the sum of thirty-five thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, for the completion of the revetment work along the bluff at the harbor of Memphis, Tennessee; the sum of ten thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, for repairing the damage which was done by the flood of eighteen hundred and ninety-seven to the revetment work which was built by the United States Government in eighteen hundred and ninety-five along the bluff at said harbor of Memphis, Tennessee; and the sum of fifty thousand dollars, or so much thereof as may be necessary, shall be used, in the discretion of the Secretary of War, for

Mississippi  
River Commis-  
sion.

Head of  
Passes to the  
Ohio.

Expenses, etc.

Caruthers-  
ville, Mo.

Greenville,  
Miss.

Helena, Ark.

Memphis,  
Tenn.

New Madrid, Mo.	continuing improvement of the Mississippi River at New Madrid, Missouri, revetment of the banks, and preventing destruction of the same.
Missouri River Commission. Expenses, etc.	Improving Missouri River from mouth to Sioux City, Iowa: For continuing improvement of Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks, and gauges, three hundred thousand dollars, of which the sum of fifty thousand dollars, or so much thereof as may be necessary in the discretion of the Secretary of War, shall be expended in protecting the bank in
Pelican Bend, etc.	Pelican Bend, Missouri River, and improvement of river in that vicinity, to be immediately available, the sum of ten thousand dollars, or so much thereof as may be necessary in the discretion of the Secretary of War, shall be expended in improving the river and protecting the
Huntsdale, Mo.	north bank thereof from erosion at and near Huntsdale, in Boone County, Missouri, the sum of fifteen thousand dollars, or so much thereof as may be necessary in the discretion of the Secretary of War, shall be expended in
Glasgow, etc.	protecting the channel and the shore line above Glasgow from the foot of Bowling Green Bend to the head of Harrison Island, the sum of thirty thousand dollars, or so much thereof as may be necessary in the discretion of the Secretary of War, shall be expended in protecting the
St. Joseph, Mo.	banks and existing Government works at and near the city of Saint Joseph, Missouri, and the sum of ten thousand dollars, or so much thereof as may be necessary, shall, in the discretion of the Secretary of War, be expended in protecting the right bank of said river at and
Little Blue, Mo.	near the mouth of the Little Blue, in Jackson County, Missouri, and in the discretion of the Secretary of War the further sum of twenty thousand dollars, or so much thereof as may be necessary, shall be expended in widening and cleaning out the mouth of the Kaw river where it empties into the Missouri river at Kansas City.
Kaw (Kansas) River.	For maintenance of the channel in Mobile Harbor, by dredging, thirty thousand dollars, to be immediately available, and to be expended under the direction of the Secretary of War.
Mobile Har- bor.	
	* * * *
California Débris Com- mission. Vol. 27, p. 507. Ante, p. 659.	CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.
New York Harbor.	HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City.
Inspectors, etc.	For pay of inspectors and deputy inspectors, office force and expenses of office, ten thousand two hundred and sixty dollars;

For pay of crews and maintenance of four steam tugs and three launches, forty-eight thousand seven hundred and forty dollars;

In all, fifty-nine thousand dollars.

DEEP WATERWAYS COMMISSION: For surveys, examinations, and investigations (including estimate of cost) of deep waterways, and the routes thereof, between the Great Lakes and the Atlantic tide waters as recommended by the report of the Deep Waterways Commission <sup>[a]</sup> transmitted by the President to Congress January eighteenth, eighteen hundred and ninety-seven; such surveys, examinations, and investigations to be made by the board of three engineers <sup>[b]</sup> designated and appointed by the President for this purpose July twenty-eighth, eighteen hundred and ninety-seven, in compliance with the provisions of the Act of June fourth, eighteen hundred and ninety-seven, two hundred and twenty-five thousand dollars; and said board shall make a report of the progress of the work to the Secretary of War for transmission by him to Congress at the commencement of its next session, and submit in their report the probable and relative cost of various depths for said waterway, respectively, as follows: twenty-one and thirty feet, with a statement of the relative advantages thereof.

\* \* \* \* \*

Approved, July 1, 1898.

Vessels.

Deep waterways between Great Lakes and Atlantic tide waters.

Board to survey, etc.

Vol. 28, p. 950; 30, pp. 50, 1109; 31, p. 12.

*Ante*, pp. 734, 816; *post*, pp. 843, 904.

—report.

[No. 54.] Joint Resolution For improvement of San Joaquin River and Stockton and Mormon channels, California.

July 1, 1898.  
Vol. 30, p. 750.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he is hereby, authorized to expend for improvements and surveys of the waterways hereinafter named and their tributaries any sums of money now to the credit of and heretofore appropriated for the improvement of the San Joaquin River and Stockton and Mormon channels, California, as and where, in his discretion, will best improve the commercial capacity of said waterways.

Improvement of San Joaquin River and Stockton and Mormon channels, Cal.

Approved, July 1, 1898.

<sup>a</sup> The report of this Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.

<sup>b</sup> The reports of this Board are as follows: (1) Progress report, House Doc. No. 110, Fifty-fifth Congress, third session; (2) report on regulation of level of Lake Erie, House Doc. No. 200, Fifty-sixth Congress, first session; (3) final report, with estimates, House Doc. No. 149, Fifty-sixth Congress, second session.

July 7, 1898. **CHAP. 571.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, and for prior years, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-eight, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Sheboygan Tug Boat Line, payment to To reimburse the Sheboygan Tug Boat Line, of Sheboygan, Wisconsin, for repairs to tug Sheboygan, damaged in a collision with the United States tug Lorena, through the fault of the latter, thirty-five dollars.

Whitehead Brothers Co., payment to. PAYMENT TO OWNERS OF CANAL BOAT W. H. SMITH: That the supervisor of the harbor of New York is authorized to pay to the Whitehead Brothers Company of the city of New York the sum of two hundred and twenty-eight dollars for damages to the canal boat W. H. Smith owned by the said company, which said canal boat was injured in collision with the United States steam tug Argus, May twenty-ninth, eighteen hundred and ninety-eight, said collision being without fault on the part of said company or any of its employees; the said amount to be paid from any funds appropriated for the prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City.

\* \* \* \* \*

Mississippi River. Reservoirs at headwaters. RESERVOIRS AT HEAD WATERS OF THE MISSISSIPPI RIVER: All unexpended balances of money heretofore appropriated for the construction of reservoirs at the head waters of the Mississippi River are hereby made available and may be expended for the necessary renewal and repair of the reservoir dams heretofore constructed at the head waters of the Mississippi River.

\* \* \* \* \*

Elizabeth River. Improvement of channel. IMPROVEMENT OF ELIZABETH RIVER: The Secretary of War be, and he is hereby, authorized and directed to proceed immediately to cause the channel of Elizabeth River, from Hampton Roads to the United States Navy-Yard near Norfolk, Virginia, to be improved, widened, and deepened to a width of not less than four hundred and fifty feet and to a depth of twenty-eight feet, opening first a channel one hundred and fifty feet wide so as to admit to the Norfolk Navy-Yard the largest vessels in the Navy, and thereafter, as soon as possible, completing the said channel to the full width of four hundred and fifty feet as aforesaid. The said work may be let under contract after a ten days' advertisement for bids, or, in the discretion of the Secretary of War, without any adver-

tisement. And for the purposes aforesaid the sum of three hundred and sixty thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to continue available during the fiscal year eighteen hundred and ninety-nine.

\* \* \* \* \*

SEC. 3. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-five and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Document Numbered One hundred and ninety-four, Fifty-fifth Congress, second session, there is appropriated as follows:

\* \* \* \* \*

Vol. 18, p.  
110.  
*Ante*, p. 225.

Vol. 23, p. 254.

#### CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.  
New York Harbor, etc.

For prevention of deposits, harbor of New York, thirteen cents.

\* \* \* \* \*

For improving Colorado River at Yuma, Arizona, one dollar and two cents.

\* \* \* \* \*

Colorado River.

SEC. 5. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-five and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in Senate Document Numbered three hundred and eleven, Fifty-fifth Congress, second session, there is appropriated as follows:

\* \* \* \* \*

#### CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.

For expenses of California Débris Commission, forty cents.

\* \* \* \* \*

California Débris Commission.

Approved, July 7, 1898.

Dec. 21, 1898.  
Vol. 30, p. 1803.

Concurrent resolution—Deep Creek, Virginia.

Deep Creek  
Branch, Eliza-  
beth River, Va.  
Estimate for  
improvement  
of.

*Resolved by the House of Representatives (the Senate concurring)*, That the Secretary of War be, and he is hereby, directed to prepare and submit an estimate of the cost of widening and deepening Deep Creek, Virginia, from the South Branch of the Elizabeth River to the new lock at the Dismal Swamp Canal.

Passed by the House of Representatives, December 20, 1898.

Passed by the Senate, December 21, 1898.

Dec. 21, 1898.  
Vol. 30, p. 1803.

Concurrent resolution—Cape Porpoise Harbor, Maine.

Cape Por-  
poise, Me.  
Estimate for  
improvement  
of.

*Resolved by the House of Representatives (the Senate concurring)*, That the Secretary of War be directed to submit an estimate of the probable cost of improving the harbor of Cape Porpoise, Maine, in accordance with the recommendations contained in the report of Colonel P. C. Hains, dated October twenty-sixth, eighteen hundred and ninety-four, now on file at the War Department.

Passed by the House of Representatives, December 20, 1898.

Passed by the Senate, December 21, 1898.

Dec. 21, 1898.  
Vol. 30, p. 1803.

Concurrent resolution—Cleveland Harbor, Ohio.

Cleveland,  
Ohio.  
Estimates for  
harbor im-  
provement.

*Resolved by the House of Representatives (the Senate concurring)*, That the Secretary of War be, and he is hereby, authorized and directed to prepare and submit estimates of the cost of dredging Cleveland Harbor in accordance with the recommendations of Colonel Jared A. Smith, local engineer, in his report for the year eighteen hundred and ninety-eight.

Passed by the House of Representatives, December 20, 1898.

Passed by the Senate, December 21, 1898.

Jan. 5, 1899.  
Vol. 30, pp.  
772, 781.

**CHAP. 41.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the support of the military and naval establishments for the last six months of the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* \* \* \*

\*

\*

\*

\*

\*

Missouri  
River.

MISSOURI RIVER.

Improvement  
of Pelican  
Bend.  
Deduction.  
Vol. 29, p. 231.  
Ante, p. 786.

For continuing and completing the work of protecting the bank in Pelican Bend, Missouri River, one hundred thousand dollars. And this sum shall be deducted from the sum of three hundred thousand dollars authorized to

be appropriated and expended for continuing improvement of the Missouri River from its mouth to Sioux City, Iowa, for the fiscal year ending June thirtieth, nineteen hundred, by the "Act making appropriations for the construction, repair and preservation of certain public works on rivers and harbors, and for other purposes," which became a law on June third, eighteen hundred and ninety-six.

\* \* \* \* \*

Approved, January 5, 1899.

[No. 2.] Joint Resolution For the improvement of the harbor at Racine, Wisconsin.

Jan. 10, 1899.  
Vol. 30, p. 1385.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he hereby is, requested and directed to cause a survey to be made of the harbor at Racine, Wisconsin, to ascertain the best method or plan, by breakwaters or otherwise, to prevent the injurious effects of the northeast seas, and to report said method or plan with the approximate cost of the same, and that the Secretary of War report as to the advisability of making such improvement.

Racine, Wis.  
Investigation  
and report on  
harbor im-  
provement.

Approved, January 10, 1899.

[No. 3.] Joint Resolution For improvement of the harbor at Kenosha, Wisconsin.

Jan. 10, 1899.  
Vol. 30, p. 1385.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he hereby is, requested and directed to cause a survey to be made of the harbor at Kenosha, Wisconsin, to ascertain the best method or plan, by breakwaters or otherwise, to prevent the injurious effects of the northeast seas, and to report said method or plan, with the approximate cost of the same, and that the Secretary of War report as to the advisability of making such proposed improvement.

Kenosha, Wis.  
Investigation  
and report on  
harbor im-  
provement.

Approved, January 10, 1899.

[No. 4.] Joint Resolution Asking for preliminary survey of Ohio River at or near Cincinnati:

Jan. 10, 1899.  
Vol. 30, p. 1385.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to cause a preliminary survey to be made of the Ohio River at a point at or near Cullums Riffle [Ripple], immediately below the city of Cincinnati, Ohio, for the purpose of reporting upon the probable cost and advisability of constructing a suitable lock and dam across said river at that point, of sufficient dimensions to

Ohio River.  
Survey of, at  
Cullums Rip-  
ple, below Cin-  
cinnati, for  
dam (No. 37),  
etc.

secure a channel depth opposite said city of not less than six feet of water at low-water stage.

The expense of this investigation and report shall be paid for out of any moneys remaining unexpended in any funds heretofore appropriated for the improvement of the Ohio River.

Approved January 10, 1899.

Jan. 12, 1899. [No. 5.] Joint Resolution Providing for estimate of cost of certain improvements of Bridgeport Harbor, Connecticut.  
Vol. 30, p. 1386.

Bridgeport,  
Conn.  
Estimates for  
harbor im-  
provement, etc.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he is hereby, authorized and directed to submit estimates of the cost of extending the channel of Bridgeport Harbor, Connecticut, through an arm of the sea known as Yellow Mill Branch of said harbor, such channel to be twelve feet deep and two hundred feet wide; also of widening the main channel to the western harbor line, between the inner beacon and the Naugatuck Railroad wharf, with a depth of twelve feet; all as shown by maps and surveys made in compliance with the provisions of the river and harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four, and submitted to Congress under date of November twenty-ninth, eighteen hundred and ninety-five.

Vol. 28, p. 339.  
*Ante*, p. 679.

Approved, January 12, 1899.

Jan. 12, 1899. [No. 7.] Joint Resolution Directing the Secretary of War to submit a report of survey and estimate for the improvement of the east channel in New York Harbor.  
Vol. 30, p. 1386.

New York  
Harbor.  
Improvement  
of East (Am-  
brose) channel,  
etc.

Vol. 31, pp.  
588, 627.  
*Post*, pp. 924,  
928.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he hereby is, directed to submit a report of survey and estimate for the improvement of the east channel [<sup>a</sup>] in New York Harbor, from The Narrows to the sea, and for the enlarging of the same to the depth of thirty-five feet and a width of one thousand five hundred feet, and to also report upon the desirability of such improvement.

Approved, January 12, 1899.

Jan. 21, 1899. [No. 9.] Joint Resolution For the improvement of Mystic River, Massachusetts.  
Vol. 30, p. 1387.

Mystic River,  
Mass.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,*  
That the Secretary of War be, and he is hereby, authorized and directed to prepare and submit plans and estimates for the improvement of Mystic River, Massachu-

<sup>a</sup> Renamed Ambrose channel by the emergency river and harbor and the sundry civil acts approved June 6, 1900.



setts, with a view of obtaining a depth of twenty-five feet and three hundred feet width to a point about three thousand five hundred feet above Chelsea Bridge, so called, between Boston and Chelsea. Estimates  
for improve-  
ment.

Approved, January 21, 1899.

**CHAP. 211.**—An Act To authorize the Grand Rapids Water Power and Boom Company, of Grand Rapids, Minnesota, to construct a dam and bridge across the Mississippi River. Feb. 27, 1899.  
Vol. 30, p. 904.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Grand Rapids Water Power and Boom Company, of Grand Rapids, Minnesota, its successors and assigns, to construct across the Mississippi River, at a point within the limits of the village of Grand Rapids, Minnesota, to be approved by the Secretary of War, a dam, canal, and works necessarily incident thereto, for water-power purposes, and a wagon and foot bridge if desired in connection therewith for the purpose of travel. Said dam shall be so constructed that there can at any time be constructed in connection therewith a suitable lock for navigation purposes: *Provided*, That the Government of the United States may at any time take possession of said dam without compensation and control the same for purposes of navigation, but shall not do so to the destruction of the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation: *Provided also*, That said dam shall be so constructed that it will not at any time raise the water surface, at a point three hundred feet above said dam, to an elevation higher than the floor of the sluices of the reservoir dam built by the Government at Pokegama Falls on the Mississippi River, in section thirteen, township fifty-five, range twenty-six west of the fourth principal meridian, Minnesota: *Provided further*, That said dam shall be so constructed as to provide for the free passage of saw logs without tolls or charges; and the said company shall construct and maintain, at its own expense, suitable fishways, to be approved by the United States Fish Commissioner; and the said company, its successors and assigns, shall make such change and modification in said dam, canal, and works incident thereto, and said bridge, as the Secretary of War may from time to time deem necessary in the interests of navigation, at its own cost and expense: *Provided further*, That in case any litigation arises from the obstruction of the channel by said dam, canal, and works incident thereto, or such bridge, the case may be tried in the proper court of the United States in the district in which said works are situated.

Grand Rapids Water Power and Boom Co. may bridge, etc., Mississippi River at Grand Rapids, Minn.  
Vol. 31, p. 33.  
Post, p. 906.  
Dam, etc., for water-power purposes.

*Provisos.*  
Government control, etc.

Construction, etc.

Passage of saw logs.

Fishways.

Changes.

Litigation.

Amendment.

**SEC. 2.** That the right to amend, alter, or repeal this Act is hereby expressly reserved.

Commence-  
ment and com-  
pletion.

SEC. 3. That this Act shall be null and void unless said dam herein authorized be commenced within one year and completed within three years from the date hereof.

Approved, February 27, 1899.

Mar. 3, 1899.

Vol. 30, pp.  
1074, 1106,  
1109.

**CHAP. 424.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred, and for other purposes.

Appropriations for sundry civil expenses.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred, namely:

\* \* \* \* \*

Rivers and harbors, improvements.

Toward the construction of works on harbors and rivers under contracts or otherwise and within the limits authorized by law, namely:

Humboldt, Cal.

For improving harbor and bay at Humboldt, California: Completing improvement, one hundred and forty-three thousand one hundred and fifteen dollars.

Savannah, Ga.

Improving harbor at Savannah, Georgia: For completing improvement, two hundred thousand dollars.

Cumberland Sound, Ga. and Fla.

Improving Cumberland Sound, Georgia and Florida: For continuing improvement, four hundred thousand dollars.

Boston, Mass.

Improving harbor at Boston, Massachusetts: For completing improvement, one hundred and sixty three thousand seven hundred and fifty-one dollars.

Buffalo, N. Y.

Improving harbor at Buffalo, New York: For continuing improvement, four hundred and eighty-five thousand four hundred and ninety-eight dollars.

Delaware Bay, Del.

Harbor of refuge, Delaware Bay, Delaware: For continuing construction, three hundred and seventy-seven thousand dollars.

Winyah Bay, S. C.

Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, fifty-eight thousand five hundred dollars.

Sabine Pass, Tex.

Improving Sabine Pass, Texas: For continuing improvement of harbor at Sabine Pass, two hundred and sixty-four thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: For continuing improvement, one hundred thousand dollars.

Duluth, Minn., Superior, Wis.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, three hundred thousand dollars.

Oakland, Cal.

Improving harbor at Oakland, California: For continuing improvement under existing project, one hundred and thirty-three thousand dollars.

San Pedro, Cal.  
Vol. 29, p. 213.  
Ante, p. 759.

Improving harbor at San Pedro, California: For continuing construction of breakwater at San Pedro, California, in accordance with the plans and specifications of the board appointed by the President, as provided in the

Act of June third, eighteen hundred and ninety-six, two hundred thousand dollars.

Improving Grays Harbor, Washington: For continuing improvement of harbor and bar entrance, two hundred and eighty-five thousand dollars.

Grays Harbor, Wash.

Improving Providence River, and Narragansett Bay, Rhode Island: For continuing improvement, ten thousand dollars.

Providence River, Narragansett Bay, R. I.

Improving Bayou Plaquemine, Louisiana: For continuing improvement, four hundred thousand dollars.

Bayou Plaquemine, La.

Improving Falls of Ohio River at Louisville, Kentucky: For completing improvement, including Indiana Chute Falls, fifteen thousand dollars.

Falls of Ohio at Louisville.

For continuing construction of dams numbered two, three, four, and five, between Davis Island Dam and dam numbered six, four hundred thousand dollars.

Illinois and Mississippi Canal: For continuing construction, seven hundred thousand dollars.

Illinois and Mississippi Canal.

Improving Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and seventy-three thousand three hundred and thirty-three dollars and thirty-three cents: *Provided*, That of this amount ten thousand dollars shall be expended in the completion of work which has been commenced for the protection of the bank on the Missouri side and to deepen and straighten the channel at Claryville, in Perry County, in the State of Missouri; ten thousand dollars shall be expended for the protection of the bank on the Missouri side and to deepen and straighten the channel at Wittenberg, in Perry County, in the State of Missouri; and fifty thousand dollars, or so much thereof as may be necessary, shall be expended to improve the channel of the river and to protect the east bank of the Mississippi River from caving in and being washed away at or near a point opposite the mouth of the Missouri River and extending south along said east bank.

Mississippi River.  
Mouth of the Ohio to St. Paul.

*Provido.*  
Channel at Claryville, Mo.

—Wittenberg, Mo.

For continuing improvement from the mouth of the Missouri River to Saint Paul, eight hundred and twenty-six thousand six hundred and sixty-six dollars and sixty-seven cents: *Provided*, That of this amount ten thousand dollars shall be expended for removing the sand bar in front of the steamboat landing at Quincy, in the State of Illinois; ten thousand dollars shall be expended for dredging the channel at Quincy Bay, at Quincy, in the State of Illinois; five thousand dollars shall be expended for the repair and maintenance of the natural and artificial banks of the Mississippi River from Warsaw to Quincy, in the State of Illinois; five thousand dollars shall be expended for maintaining the harbor at Rock Island, Illinois; fifty thousand dollars, or so much thereof as may be necessary, for the completion of a levee on the west bank of the Mississippi River from the mouth of

Mouth of Missouri to St. Paul.

*Provido.*  
Quincy, Ill.

Rock Island, Ill.

Levee, west side, etc.

- Flint Creek, in Des Moines County, Iowa, to the mouth of the Iowa River, in Louisa County, Iowa; ten thousand dollars shall be expended to deepen the harbor at Davenport, Iowa, from the Government bridge to the island owned by the city of Davenport, in the Mississippi River; and twenty-five thousand dollars shall be expended for improving and straightening the channel at and near Clinton, Iowa.
- Davenport, Iowa.**  
Vol. 32, p. 366.  
Post, p. 997.
- Clinton, Iowa.**
- Mississippi River Commission.**  
Head of Passes to Ohio.  
Expenses, etc.
- Proviso.*
- Greenville, Miss.**
- Caruthersville, Mo.**
- New Madrid, Mo.**
- Helena, Ark.**
- Missouri River Commission.**  
Expenses, etc.
- Proviso.*
- St. Joseph, Mo.**
- Omaha, Neb.; Council Bluffs, Iowa.**
- Leavenworth, Kans.**
- Jefferson City, Mo.**
- Nigger bend, Mo.**
- Randolph bend, Mo.**
- Lexington, Mo.**
- California Debris Commission.**  
Vol. 27, p. 507.  
Ante, p. 659.  
Vol. 31, p. 631.  
Post, p. 931.  
*Proviso.*  
Traveling expenses, officers.
- New York Harbor.**  
Inspectors, etc.
- Improving Mississippi River: For continuing improvement of Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million five hundred and eighty-three thousand three hundred and thirty-three dollars: *Provided*, That of said sum fifty thousand dollars shall be used in the work of rectifying the bank at and near Greenville Harbor, in Mississippi; thirty-five thousand dollars shall be used in rectifying the banks at and near the city of Caruthersville, Missouri; forty thousand dollars shall be used for completing revetment work at New Madrid, Missouri; and thirty thousand dollars shall be used in improving the harbor and rectifying the banks at and near Helena, Arkansas.
- Improving Missouri River from mouth to Sioux City, Iowa: For continuing improvement of Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks, and gauges, two hundred thousand dollars: *Provided*, That of this amount the following sums, or so much thereof as may be necessary, in the discretion of the Secretary of War, shall be expended in works of improvement at the following places, namely, Saint Joseph, Missouri, thirty thousand dollars; Omaha, Nebraska, and Council Bluffs, Iowa, fifty thousand dollars; opposite Leavenworth, Kansas, five thousand dollars; Jefferson City, Missouri, twenty thousand dollars to improve the harbor at Jefferson City by compelling the current and channel of the river to the south side thereof; Nigger Bend, Missouri, ten thousand dollars; Randolph Bend, Missouri, fifteen thousand dollars; Lexington, Missouri, ten thousand dollars.
- \* \* \* \* \*
- CALIFORNIA DEBRIS COMMISSION:** For defraying the expenses of the commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars: *Provided*, That officers of the commission traveling on duty in connection with the commission's work may be paid their actual traveling expenses in lieu of mileage allowed by law, and shall hereafter receive no mileage.
- HARBOR OF NEW YORK:** For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

For pay of crews and maintenance of four steam tugs and three launches, forty-eight thousand seven hundred and forty dollars;

Vessels.

For new boiler and installing same in steam tug Nimrod, six thousand five hundred dollars, to be immediately available;

For purchase or construction of one steam tug, forty-five thousand dollars, to be immediately available;

In all, one hundred and ten thousand five hundred dollars.

**DEEP WATERWAYS COMMISSION:** For completing surveys, examinations, and investigations (including estimate of cost) of deep waterways, and the routes thereof, between the Great Lakes and the Atlantic tide waters, as recommended by the report of the Deep Waterways Commission [<sup>a</sup>] transmitted by the President to Congress January eighteenth, eighteen hundred and ninety-seven; such surveys, examinations, and investigations to be made by the board of three engineers [<sup>b</sup>] designated and appointed by the President for this purpose July twenty-eighth, eighteen hundred and ninety-seven, in compliance with the provisions of the Act of June fourth, eighteen hundred and ninety-seven, to be immediately available, ninety thousand dollars.

Deep Waterways Board.

Vols. 28, p. 950; 30, pp. 50, 636; 31, p. 12. *Ante*, pp. 734, 816, 833; *post*, p. 504.

\* \* \* \* \*

Approved, March 3, 1899.

**CHAP. 425.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Mar. 3, 1899.  
Vol. 30, p. 1121.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.

Improving Moosabec Bar, Maine: Completing improvement, eleven thousand dollars.

Moosabec bar, Me.

<sup>a</sup> The report of this Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.

<sup>b</sup> The reports of this Board are as follows: (1) Progress report, House Document No. 110, Fifty-fifth Congress, third session; (2) report on regulation of level of Lake Erie, House Document No. 200, Fifty-sixth Congress, first session; (3) final report, with estimates, House Document No. 149, Fifty-sixth Congress, second session.

- Breakwater,  
Mount Desert,  
Me. For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, twenty thousand dollars.
- Harbors.  
Sullivan Falls, Me. Improving harbor at Sullivan Falls, Maine, in accordance with the approved project, five thousand dollars.
- Vinalhaven,  
Me. Improving Carvers Harbor, at Vinalhaven, Maine: Continuing improvement, fifteen thousand dollars.
- Cape Porpoise, Me. Improving harbor at Cape Porpoise, Maine, in accordance with the report printed in House Document Number One hundred and sixty, Fifty-fifth Congress, third session, seventy thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate fifty-five thousand dollars, exclusive of the amount herein appropriated.
- Proviso.*  
Contracts. .
- Little Harbor,  
N. H. Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, twelve thousand dollars.
- Burlington,  
Vt. Improving harbor at Burlington, Vermont: Continuing improvement, fifteen thousand dollars.
- Boston, Mass. Improving harbor at Boston, Massachusetts: Continuing improvement, seventy-five thousand dollars: *Provided*, That this sum may, in the discretion of the Secretary of War, be used in the preservation and improvement of said harbor, including the protection of Great Head and other headlands and islands in and about said harbor, to prevent further washing away by the sea: *Provided further*, That five thousand dollars of this sum may, in the discretion of the Secretary of War, be used in improving Chelsea Creek: *Provided further*, That the Secretary of War may use five thousand dollars thereof and enter into a contract or contracts for such materials and work as may be necessary for the completion of the improvement in accordance with the project recommended in the report printed on pages eight hundred and eighty-seven et sequentes of the Report of the Chief of Engineers for eighteen hundred and ninety-eight; such improvement to provide for a channel one thousand two hundred feet wide and thirty feet deep from the main ship channel in President Roads through Broad Sound Channel, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.
- Provisos.*  
—Great Head, etc.
- Chelsea Creek. .
- Contracts. .
- Channel from ship channel, President Roads, etc.
- Nantucket, Mass. Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty thousand dollars.
- Newburyport, Mass. Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars: *Provided*, That of this appropriation a sum not exceeding three thousand dollars may, in the discretion of the Secretary of War, be expended in removing from Newburyport Harbor, a rock, called "North Rock."
- Proviso.*  
—Removing "North rock."

Improving harbor at Plymouth, Massachusetts: For maintenance, ten thousand dollars; for repairs made necessary by the great storm of November, eighteen hundred and ninety-eight, according to plans and estimate submitted January twentieth, eighteen hundred and ninety-nine, seventy-five thousand dollars. Plymouth, Mass.

Improving harbor at Provincetown, Massachusetts: For maintenance, ten thousand dollars. Mass.

Improving harbor at Scituate, Massachusetts: For maintenance and repairs, fifteen thousand dollars. Scituate, Mass.

Improving harbor at Hyannis, Massachusetts: Completing improvement, two thousand one hundred and sixty-two dollars. Hyannis, Mass.

Improving harbor at Manchester, Massachusetts, in accordance with the project submitted July thirtieth, eighteen hundred and ninety-seven, five thousand dollars. Manchester, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Completing improvement, three thousand dollars. Vineyard Haven, Mass.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, two hundred and fifty thousand dollars. And the Secretary of War shall appoint a board of three engineers, whose duty it shall be to examine said project and report<sup>a</sup> whether any modification of the same should, in their judgment, be made, with an estimate of the cost of completing the same, and so much of the above appropriation as may be necessary shall be used for that purpose. Sandy Bay, Cape Ann, Mass.  
Board to examine, etc.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars. Gloucester, Mass.

For the repair of the sea-wall at Marblehead, Massachusetts, made necessary by the great storm of November, eighteen hundred and ninety-eight, one thousand dollars, to be expended under the direction of the Secretary of War. Sea wall, Marblehead, Mass.  
Vol. 32, p. 332.  
Post, p. 951.

Improving harbor at Duxbury, Massachusetts, and for repairs made necessary by storm, twelve thousand dollars. Harbor, Duxbury, Mass.

Improving harbor at New Bedford, Massachusetts: Continuing improvement under the approved project of eighteen hundred and ninety-five, ten thousand dollars, and to complete the channel east of Fish Island in accordance with the report printed on page nine hundred and thirty of the Annual Report of the Chief of Engineers for eighteen hundred and ninety-seven, thirty-four thousand dollars. New Bedford, Mass.

Improving harbor at Chatham, Massachusetts: Completing improvement, three thousand seven hundred and thirty-two dollars and seventy-nine cents. Chatham, Mass.

Improving Woods Hole Channel, Massachusetts: Continuing improvement, twenty thousand dollars. Woods Hole channel, Mass.

Improving the harbor of Fall River, Massachusetts, in accordance with the plan numbered two in report printed Fall River, Mass., harbor.

<sup>a</sup> The report of the Board included also the information called for in section 22 of this act in the item for resurvey and estimate of cost at breakwater at Sandy Bay.

on pages nine hundred and thirty-one et sequentes of the Annual Report of the Chief of Engineers for eighteen hundred and ninety-seven, twenty thousand dollars.

**Block Island, R. I.** Improving harbor at Block Island, Rhode Island: Continuing improvement and maintenance, ten thousand dollars.

**Newport, R. I.** Improving harbor at Newport, Rhode Island: Continuing improvement, fifteen thousand dollars.

**Great Salt Pond.** Improving harbor, Great Salt Pond, Block Island, Rhode Island: Completing improvement, fifty thousand dollars.

**Sakonnet Point, R. I.** Improving harbor at Sakonnet Point, Rhode Island: Completing improvement according to the plan submitted June twenty-fourth, eighteen hundred and ninety-seven, twenty-five thousand dollars.

**Bridgeport, Conn.** Improving harbor at Bridgeport, Connecticut: Continuing improvement in accordance with the modified and extended project referred to by the Chief of Engineers in his annual report for the fiscal year ending June thirtieth, eighteen hundred and ninety-eight, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.

*Proviso.  
Contracts.*

**New Haven, Conn.** Improving New Haven Harbor, Connecticut, in accordance with the project printed as House Document Number Eighty-two, Fifty-fifth Congress, first session, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for materials and work necessary to complete so much of said project as includes a channel twenty feet deep through Long Island Sound from Tomlinson's Bridge, including three interior basins affording separate anchorages with depths of twenty, sixteen, and twelve feet, respectively, and connected by adequate channels, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and ninety-five thousand dollars, exclusive of the amount herein and heretofore appropriated.

Vol. 32, p. 333.  
*Post*, p. 953.  
*Proviso.  
Contracts.*

**Channel through Long Island Sound, etc.**

**Five mile River, Conn.** Improving harbor at Five Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars.

**Stamford, Conn.** Improving harbor at Stamford, Connecticut: Continuing improvement, six thousand dollars.

**Norwalk, Conn.** Improving harbor at Norwalk, Connecticut: For maintenance, two thousand dollars.

**Buffalo, N. Y.** Improving harbor at Buffalo, New York: For maintenance, seventy-five thousand dollars.

**Entrance to Erie Basin, etc.** For improvement of the Buffalo entrance to Erie Basin and Black Rock Harbor, New York, fifty thousand dollars: *Provided*, That a contract or contracts may

*Proviso.  
Contracts.*



be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said project, in accordance with the recommendation of the Secretary of War, House Document Number Seventy-two, Fifty-fifth Congress, first session, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and ninety-eight thousand one hundred and thirteen dollars and eighty cents, exclusive of the amount herein appropriated.

Improving harbor at Charlotte, New York: For maintenance, seven thousand dollars.

Charlotte,  
N. Y.

Improving harbor at Great Sodus Bay, New York: For maintenance, fourteen thousand dollars.

Great Sodus  
Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: For maintenance, five thousand five hundred dollars.

Little Sodus  
Bay, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, fifteen thousand dollars.

Ogdensburg,  
N. Y.

Improving harbor at Oswego, New York: Continuing improvement, sixty thousand dollars, of which amount ten thousand dollars may be used for repair of the break-water.

Oswego,  
N. Y.

Improving New York Harbor, New York: For maintenance, one hundred thousand dollars. For improving said harbor by a deep channel, two thousand feet wide and forty feet deep from the Narrows, by the so-called East Channel<sup>a</sup> across Sandy Hook Bar to the open sea, in accordance with the recommendations contained in House Document Numbered One hundred and fifty-nine, Fifty-fifth Congress, third session, one million dollars: *Provided*, That the Secretary of War may forthwith enter into a contract or contracts for such materials and work as may be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three million dollars, exclusive of the amount herein and heretofore appropriated.

New York  
Harbor.  
Maintenance.  
Channel  
from Nar-  
rows to the  
sea.  
Vol. 31, pp.  
588, 627.  
*Post*, pp. 924,  
928.

*Proviso.*  
Contracts.

If, however, the Secretary of War shall be unable to make a contract or contracts for the completion of said project for a sum within the amounts above specified, then the said one million dollars herein appropriated, or so much thereof as may be necessary, shall be applied by him in the construction or purchase of such dredges, steamboats and other plant, machinery and appliances as may be necessary to prosecute said project, and shall cause the work on said project to be entered upon and prosecuted under the charge of the Secretary of War by employment of labor and materials necessary therefor, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the said sum of three million dollars exclusive of the one million dollars herein appropriated.

Work may be  
performed by  
Secretary of  
War.

<sup>a</sup> Renamed Ambrose channel by the emergency river and harbor and the sundry civil acts approved June 6, 1900.

Bay Ridge  
and Red Hook  
channels.

*Proviso.*  
Location of  
improvement.

Improving Bay Ridge Channel and Red Hook Channel in the harbor of New York: Continuing improvement, one hundred thousand dollars: *Provided*, That the work shall be begun at the forty-foot curve at the southerly end of Bay Ridge Channel, and be continued through it along the Brooklyn shore to Twenty-eighth street until the said Bay Ridge Channel shall have a uniform depth of forty feet at low tide and a width of one thousand two hundred feet; and the improvement of the Red Hook Channel shall be begun on its southerly end and at its junction with the Bay Ridge Channel, and be continued through it to its junction on its northerly end with the Buttermilk Channel until said Red Hook Channel shall have been made to a depth of forty feet at low tide and a width of one thousand two hundred feet: *And provided further*, That contracts may be entered into by the Secretary of War for the completion of said Bay Ridge Channel and Red Hook Channel, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate two million four hundred thousand dollars, exclusive of the amount herein and heretofore appropriated.

Contracts.

Tonawanda  
Harbor and  
Niagara River,  
N. Y.

Improving Tonawanda Harbor and Niagara River to the north line of the village of North Tonawanda, New York: Continuing improvement, seventy-five thousand dollars.

Saugerties  
Harbor, N. Y.

Improving harbor at Saugerties, New York: For maintenance, two thousand five hundred dollars.

Wilson,  
N. Y.

Improving harbor at Wilson, New York: Continuing improvement, two thousand five hundred dollars.

Port Ches-  
ter, N. Y.

Improving Port Chester Harbor, New York: Twenty-five thousand dollars, to be expended in enlarging the channel below and up to Town Dock to a depth of twelve feet and a width of seventy feet, and from Town Dock to the steamboat dock to a depth of nine feet and a width of sixty feet.

Channel be-  
tween Staten  
Island and  
New Jersey  
shore.

Huntington,  
N. Y.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Completing improvement, thirty-two thousand dollars.

Port Jeffer-  
son Inlet,  
N. Y.

Improving harbor at Huntington, New York: Continuing improvement, seven thousand five hundred dollars.

Improving harbor at Port Jefferson Inlet, New York: Continuing improvement, seven thousand five hundred dollars.

Gowanus  
Creek chan-  
nel, N. Y.

Improving harbor at Gowanus Creek Channel, New York: Continuing improvement, twenty-five thousand dollars.

Peekskill,  
N. Y.

Improving harbor at Peekskill, New York: Continuing improvement, ten thousand dollars.

Wallabout  
channel, N. Y.

Improving Wallabout Channel, New York: Completing improvement in accordance with the project printed as House Document Number Fifty, Fifty-fifth Congress, third session, forty thousand dollars.

Improving harbor at Mamaroneck, New York: Continuing improvement, seven thousand dollars. Mamaroneck, N. Y.

Improving harbor at Pultneyville, New York: For maintenance, two thousand dollars. Pultneyville, N. Y.

Improving harbor at Mattituck, New York: Continuing improvement, five thousand dollars. Mattituck, N. Y.

Improving harbor at Cape Vincent, New York, to be expended according to the approved project, or such modification thereof, not increasing the total cost, as the Secretary of War may approve, twenty-five thousand dollars, in addition to any balance on hand. Cape Vincent, N. Y.

Improving harbor at Larchmont, New York: For continuing improvement, fifty thousand dollars: *Provided*, That said sum, or such part thereof as may be necessary, may be used by the Secretary of War on such project under any modified plan that may hereafter be adopted by him. Larchmont, N. Y.  
*Proviso.*  
Plan.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, sixty-five thousand dollars, of which forty thousand dollars may be used in dredging the channel from South Amboy to Great Beds Light. Raritan Bay, N. J.

Improving Keyport Harbor, New Jersey: For maintenance, two thousand five hundred dollars. Keyport Harbor, N. J.

Improving harbor at Erie, Pennsylvania: Continuing improvement, one hundred and twenty-five thousand dollars, to be expended in accordance with the project printed in House Document Numbered Seventy, Fifty-fifth Congress, first session, or such modification thereof, not increasing the total cost, as the Secretary of War may approve. Erie, Pa.

Improving harbor at Pittsburg, Pennsylvania: Completing improvement in accordance with the report of the Chief of Engineers, dated December sixth, eighteen hundred and ninety-seven, one hundred and ten thousand six hundred and sixty-two dollars and ninety cents. Pittsburg, Pa.

Improving harbor at Wilmington and Christiana River, Delaware: Continuing improvement, forty-five thousand dollars, of which amount twenty thousand dollars, or so much thereof as may be necessary, shall be used for maintenance, and the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the project of improvement, in accordance with the project submitted by the Board of Engineers, in its report of October third, eighteen hundred and ninety-six, and including the removal of rock from the channel as recommended in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-seven, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and five thousand seven hundred and eighty dollars, exclusive of the amount herein and heretofore appropriated, that being the amount reported by the Chief of Engineers as necessary to complete said project. Wilmington and Christiana River, Del.

Contracts.

Cape Charles  
City, Va.

Improving harbor at Cape Charles City, Virginia: Continuing improvement, twenty thousand dollars.

Milford Hav-  
en, Va.

Improving harbor at Milford Haven, Virginia: Completing improvement in accordance with the project printed in House Document Number Two hundred and ninety-nine, Fifty-third Congress, third session, twelve thousand five hundred dollars.

Cape Look-  
out, N. C.  
Board to sur-  
vey, etc.

Harbor of refuge, Cape Lookout, North Carolina: The Secretary of War is hereby authorized to appoint a board of three army engineers to make examination, survey, plan, and estimate for a harbor of refuge at or near Cape Lookout, North Carolina; and five thousand dollars is hereby appropriated to pay the cost of the same.

Charleston,  
S. C.  
Vol. 32, p. 337.  
*Post*, p. 955.

Improving Charleston Harbor, South Carolina, in accordance with the project of November eighteenth, eighteen hundred and ninety-eight, as modified and approved by the division engineer: The Secretary of War may

Contracts.

enter into a contract or contracts for materials and work necessary to carry on the said project, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one hundred and seventy-five thousand dollars, exclusive of the amount heretofore appropriated and now on hand, and a suitable dredge may be purchased or constructed for the prosecution of said work, to cost not more than one hundred and fifty thousand dollars, to be paid for from amounts now on hand or herein authorized to be expended.

Brunswick,  
Ga.  
Outer bar.

Improving the outer bar, Brunswick, Georgia: C. P. Goodyear, the contractor with the Government of the United States to deepen the outer bar of Brunswick, Georgia, under the river and harbor Acts of eighteen hundred and ninety-four and eighteen hundred and ninety-six, shall be entitled to receive the sums appropriated [a] by said Acts for obtaining a channel twenty-four feet deep and two hundred feet wide, and a channel twenty-five feet deep and one hundred feet wide, provided the same are obtained on or before June third, nineteen hundred, and said Acts are hereby amended accordingly.

Vols. 27, pp.  
280, 529; 28, p.  
342; 29, p. 208;  
32, p. 338.  
*Ante*, pp. 652,  
666, 682, 752;  
*post*, p. 959.

Survey, etc.

After the expiration of the time herein stated within which said work of improvement must be obtained, the Secretary of War shall cause a survey of the same to be made, and report a plan, with estimate of the cost thereof, with a view to obtaining a depth of twenty-six feet at mean high tide, with a width of two hundred feet; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of making said survey, and estimate based thereon.

Inner harbor.

Improving inner harbor at Brunswick, Georgia: For maintenance, ten thousand dollars.

<sup>a</sup> The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act approved March 3, 1899), and \$45,000 (act approved June 13, 1902); total, \$265,000.

Improving harbor at Savannah, Georgia: For maintenance, fifty thousand dollars. And the Act making appropriations for the construction, repair, and preservation of public works on rivers and harbors, and for other purposes, passed June third, eighteen hundred and ninety-six, is hereby amended to permit the Secretary of War to construct the steamboat channel between Beaufort, South Carolina, and Savannah, Georgia, by way of route numbered one, instead of by way of route numbered two, as required by the said Act.

Savannah,  
Ga.  
Vol. 29, p. 208,  
amended.  
Ante, p. 752.

Steamboat  
channel from  
Beaufort, S. C.

Improving harbor at Darien, Georgia: Continuing improvement, ten thousand dollars.

Darien, Ga.

Improving Doboy Bar, Georgia, in accordance with plan presented in House Document, Number Thirteen, Fifty-fifth Congress, first session, seventy thousand dollars.

Doboy bar,  
Ga.

Improving harbor at Apalachicola Bay, Florida, in accordance with the project printed in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-seven, pages sixteen hundred and fifty-five and those that follow, and for maintenance, twenty thousand dollars.

Apalachicola  
Bay, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement and for maintenance, seventy thousand dollars; the same to be used toward securing a channel depth of thirty feet at mean low water, from the Gulf of Mexico to the dock line at the east end of the city of Pensacola.

Pensacola,  
Fla.

Biscayne Bay, Florida: The Secretary of War shall appoint a board of three engineers to examine and report upon the respective routes from Miami to the sea by Norris Cut, Bear Cut, and Cape Florida Entrance, respectively, with reference to the most feasible route and the cost of providing a channel eighteen feet in depth and suitable width, with a view to ascertaining the desirability of improving the same; and to pay the expense of said board the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated.

Biscayne Bay,  
Fla.  
Board on pro-  
posed channel.

Improving entrance to harbor at Key West, Florida: Continuing improvement, twenty-five thousand dollars.

Key West,  
Fla.

Improving Charlotte Harbor and Pease Creek, Florida: Completing improvement, twenty-five thousand dollars.

Charlotte  
Harbor and  
Pease Creek,  
Fla.

Improving Carrabelle Bar and Harbor, Florida: Continuing improvement, ten thousand dollars.

Carrabelle  
bar, Fla.

Improving Tampa Bay, Florida: For improvement of Tampa Bay, Florida, from its entrance into the Gulf of Mexico to Port Tampa, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary toward securing a channel depth of twenty-seven feet from said Gulf of Mexico to Port Tampa, and of a width five hundred feet across the bar and three hundred feet in the bay, as proposed in the

Tampa Bay,  
Fla.

*Proviso.*  
Contracts.

report of November fourteenth, eighteen hundred and ninety-eight, published in House Document Number Fifty-two, Fifty-fifth Congress, third session, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and seventy-five thousand dollars, exclusive of the amount herein appropriated.

Hillsboro  
Bay, Fla.

Improving Hillsboro Bay, Florida, in accordance with project printed in House Document Number Five hundred and forty-five, Fifty-fifth Congress, second session, one hundred and twenty-five thousand dollars.

Mobile, Ala.

*Proviso.*  
Contracts.

Improving harbor at Mobile, Alabama: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary, with the view of ultimately securing a channel twenty-three feet deep and one hundred feet wide at the bottom, with appropriate slope, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars, exclusive of the amount herein and heretofore appropriated.

Ship Island  
Pass, Miss.

Ship Island Pass, Mississippi: To complete dredging a channel through Ship Island Pass, with a depth of twenty-six feet, in accordance with the report and estimate printed in House Document Number One hundred and twenty, Fifty-fifth Congress, third session, forty thousand dollars.

Gulfport,  
Miss.  
Contracts.  
Channel and  
anchorage ba-  
sin.

Gulfport, Mississippi, to Ship Island Harbor: The Secretary of War is hereby authorized to enter into a contract or contracts to dredge a channel three hundred feet wide and nineteen feet deep at mean low water from the anchorage at Ship Island Harbor, on the Gulf of Mexico, to Gulfport, in Harrison County, in the State of Mississippi, and to construct at the end of said channel next the shore an anchorage basin of similar depth not less than two thousand six hundred and forty feet by one thousand three hundred and twenty feet in area, at a cost not to exceed one hundred and fifty thousand dollars; and the Secretary of War is further authorized to contract for the maintenance of said channel and anchorage basin for the term of five years after its completion, for the sum of ten thousand dollars annually: *Provided*, That the necessary

*Provisos.*

Expenses,  
surveys, etc.  
Vol. 23, p. 147.  
*Ante*, p. 415.

expenses for such examinations, surveys, and inspections of the work as may be required from time to time to determine whether the channel and anchorage basin are dredged and maintained as required by this Act, shall be paid from the permanent indefinite appropriation made by section four of the river and harbor Act approved July fifth, eighteen hundred and eighty-four: *And provided further*, That the depths provided for shall be at mean low water as determined by the engineer officer in local charge of work.

Depths.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, thirty-five thousand dollars.

Calcasieu River, La.

Improving outlet of the Mississippi River by constructing a sill across Pass a Loutre and by constructing and operating two [a] dredges, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on such improvements, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amount herein appropriated. A board of four engineers shall be appointed by the President, of whom at least two shall be from civil life, who shall prepare and report, as soon as conveniently may be done, a project for securing a navigable channel of suitable width and of thirty-five feet depth at mean low water of the Gulf of Mexico throughout the Southwest Pass of the Mississippi River; said board of engineers shall submit detailed estimates of the cost of each and every feature of the project, and they shall report especially whether it is necessary to construct inner jetties; and if, in their judgment, inner jetties should be constructed, they shall provide for the location of the same, so as to involve the least cost consistent with the safety and efficiency of the work hereby contemplated. The sum of twenty thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of said board and of the preparation of said project.

Improving outlet Mississippi River, Pass a Loutre. Vol. 31, p. 587. *Post*, p. 924. *Proviso*. Contracts.

Board to report on channel through Southwest Pass.

Improving entrance to Galveston Harbor, Texas: For maintenance, fifty thousand dollars.

Galveston, Tex.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For improvement of the Galveston Ship Channel and Buffalo Bayou, by dredging or otherwise, from the jetties at Galveston, Texas, up through the present ship channel and Buffalo Bayou to the proposed harbor site at Houston, Texas, to be provided by the citizens of Houston, three hundred thousand dollars: *Provided*, That out of said sum a suitable dredge may be constructed for said work [b].

Galveston ship channel and Buffalo Bayou, Tex.

*Proviso*. Dredge. Vol. 31, p. 31. *Post*, p. 905.

For commencing the improvement of the water route from the mouth of the jetties at Galveston, through the existing ship channel and up Buffalo Bayou to Houston, Texas, including harbor at Houston, in accordance with project submitted by the Board of Engineers in report of survey dated November third, eighteen hundred and ninety-seven, two hundred and fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of such materials

Water route from Galveston to Houston, Tex. Vol. 31, p. 31. *Post*, p. 905.

*Provisos*. Contracts.

<sup>a</sup> The emergency river and harbor act approved June 6, 1900, amends this paragraph by striking out the word "two" and inserting in lieu thereof the words "one or more."

<sup>b</sup> Act approved February 20, 1900, amends this paragraph.

and work as may be required for prosecuting said improvement, or the said materials may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million dollars: *Provided further*, That out of said sum two dredges may be constructed for said work [<sup>a</sup>].

Dredges.

Brazos River,  
Tex.

*Proviso.*  
Transfer of  
rights, etc., by  
Brazos River  
Channel and  
Dock Co.

Vol. 25, p. 444.  
*Ante*, p. 530.

Examination  
of river.

Deepening  
channel from  
Galveston Har-  
bor to Texas  
City.

Contracts.  
Vol. 32, p. 341.  
*Post*, p. 963.

Aransas  
Pass, Tex.

*Provisos.*  
Removal of  
old Govern-  
ment jetty in  
harbor.

Surrender of  
rights by Aran-  
sas Pass Har-  
bor Co.

Vols. 26, p.  
105; 28, p. 26;  
29, p. 3; 30,  
p. 51.  
*Ante*, pp. 543,  
671, 736, 816.

Mouth of Brazos River, Texas: For dredging, and such other work as may be deemed most effective in the judgment of the Secretary of War in improving and developing the harbor, eighty-five thousand dollars: *Provided*, That no part of said sum shall be expended until the Brazos River Channel and Dock Company shall file with the Secretary of War a transfer to the United States of the jetties, and auxiliary works; also a release of all rights and privileges conferred upon said company by its charter or by the Act of Congress approved [<sup>b</sup>] August ninth, eighteen hundred and eighty-eight, to charge or collect tolls for the use and navigation of said river; and the Secretary of War is directed to have an examination made of the mouth of the Brazos and the jetties, and report to Congress the estimated cost of extending the jetties one-half mile, and the estimated depth and width of the channel to be obtained by such extension, and the estimated cost of obtaining twenty feet of water and a channel one hundred and fifty feet wide.

Deepening the channel from Galveston Harbor to Texas City, Texas: The Secretary of War is hereby authorized to enter into a contract or contracts for deepening the present channel north of Pelican Island from Galveston Harbor to Texas City, Texas, to a depth of twenty-five feet and one hundred feet wide at the bottom, at a cost not to exceed two hundred and fifty thousand dollars, of which amount one hundred thousand dollars shall be paid whenever it shall satisfactorily appear to the Secretary of War, through army engineers, that said channel has been deepened to a depth of twenty-one feet, and the remainder of the price shall be paid when the whole work has been completed in a manner satisfactory to the Secretary of War.

Improving Aransas Pass, Texas: For dredging and other improvement of Aransas Pass Harbor, sixty thousand dollars: *Provided*, That the Secretary of War is hereby authorized to contract for the removal of that portion of the old Government jetty in said harbor from the end nearest the curved jetty constructed by the Aransas Pass Harbor Company to the wreck Mary, in such manner as to in no wise interfere with the curved jetty now located in said harbor: *And provided further*, That said contract shall not be let by the Secretary of War, nor said work done, until the said Aransas Pass Harbor Com-

<sup>a</sup> This paragraph is repealed by act approved February 20, 1900.

<sup>b</sup> This act was not approved by the President, but became a law without his approval Aug. 21, 1888.



pany shall have properly released and surrendered all rights and privileges heretofore granted to it in said harbor by Congress, also the jetty constructed in said harbor.

Sabine Pass, Texas and Louisiana: For straightening, widening, and otherwise improving the main ship channel, Sabine Pass, Texas and Louisiana, by the removal of the oyster reefs, mud flats, and other material between a point one thousand feet north of the United States life-saving station and a point opposite the United States light-house, one hundred and fifty thousand dollars.

Sabine Pass,  
Tex. and La.

Corpus Christi and Padre Island Harbor, Texas: Section two of "An Act to promote the construction of a safe deep-water harbor on the coast of Texas," approved February ninth, eighteen hundred and ninety-one, and as amended January twenty-third, eighteen hundred and ninety-three, is hereby amended so as to extend the time to locate and commence the construction of the said Corpus Christi and Padre Island Harbor, off Padre Island, on the coast of Texas, two years from February ninth, eighteen hundred and ninety-nine.

CORPUS  
CHRISTI AND  
PADRE ISLAND  
HARBOR, TEX.  
Vol. 26, p. 740.  
Ante, p. 603.  
Vol. 27, p. 422.  
Ante, p. 657.  
Vol. 32, p. 341.  
Post, p. 964.  
Time ex-  
tended for com-  
mencing con-  
struction.

Improving harbor at Ashtabula, Ohio: Continuing improvement, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and thirty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Ashtabula,  
Ohio.  
Proviso.  
Contracts.

Improving harbor at Black River (Lorain), Ohio: Continuing improvement, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project designated as Plan B, in the report dated November first, eighteen hundred and ninety-seven, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred thousand dollars, exclusive of the amount herein and heretofore appropriated.

Black River  
(Lorain), Ohio.  
Proviso.  
Contracts.  
Vol. 31, p.  
586.  
Post, p. 923.

Improving harbor at Cleveland, Ohio, according to the report of January tenth, eighteen hundred and ninety-nine, seventy-five thousand dollars, of which amount such sum as may be necessary may be used in dredging between the Government piers.

Cleveland,  
Ohio.

Improving harbor at Conneaut, Ohio: Continuing improvement, one hundred thousand dollars.

Conneaut,  
Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, one hundred thousand dollars.

Fairport,  
Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, twenty-five thousand dollars.

Huron, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement in accordance with plans submitted February twenty-eighth, eighteen hundred and ninety-eight, eighty thousand dollars.

Sandusky,  
Ohio.

- Port Clinton, Ohio. Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars.
- Toledo, Ohio. Vol. 32, p. 842. Post, p. 966. Improving harbor at Toledo, Ohio, by providing a straight channel through Maumee River and Bay four hundred feet in width and twenty-one feet deep, in accordance with the project dated December sixteenth, eighteen hundred and ninety-seven, one hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said project, to be paid for as appropriations may from time to time be made by law, not to exceed eight hundred thousand dollars, exclusive of the amount herein and heretofore appropriated.
- Proviso.*  
Contracts.
- Michigan City, Ind. Outer harbor. Improving outer harbor at Michigan City, Indiana: The Secretary of War may, in his discretion, modify the existing project in accordance with the recommendations contained in the report of the Board of Engineers under date of March sixth, eighteen hundred and ninety-seven, and expend the balance on hand from previous appropriations to the improvement of said harbor according to the project so modified: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and ninety-five thousand dollars, exclusive of the amount herein and heretofore appropriated.
- Proviso.*  
Contracts.
- Inner harbor. Improving inner harbor at Michigan City, Indiana: Continuing improvement. seven thousand five hundred dollars.
- Waukegan, Ill. Improving harbor at Waukegan, Illinois: For maintenance, five thousand five hundred dollars.
- Chicago, Ill. Improving Chicago Harbor, Illinois: Continuing improvement, one hundred thousand dollars, to be expended in accordance with the project submitted by the Secretary of War as set forth in the report of Major W. L. Marshall of July sixteenth, eighteen hundred and ninety-seven.
- Calumet, Ill. Improving Calumet Harbor, Illinois, according to the project of February twenty-first, eighteen hundred and ninety-six: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and fifty-nine thousand eight hundred and thirty dollars, exclusive of the amount herein and heretofore appropriated.
- Proviso.*  
Contracts.
- Vol. 32, p. 843. Post, p. 966.
- Charlevoix and Pine Lake, Mich. Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, fifteen thousand dollars.

Improving harbor at Frankfort, Michigan: Continuing improvement, thirty-five thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, ten thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty-five thousand dollars. Grand Marais, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, twenty thousand dollars. Manistee, Mich.

Improving harbor at Holland (Black Lake), Michigan, in accordance with the report and plans submitted in House Document Number Two hundred and seventy-two, Fifty-fourth Congress, second session, thirty-seven thousand five hundred dollars. Holland (Black Lake), Mich.

Improving harbor at Monroe, Michigan: Continuing improvement by dredging channel, five thousand dollars. Monroe, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, sixty thousand dollars: *Provided*, That any portion of the above sum may be used at the discretion of the Secretary of War, in sheet piling or otherwise, to prevent erosion and preserve the channel at any point where it may be necessary between Lake Michigan and Muskegon Lake. Muskegon, Mich. *Proviso. Preventing erosion.*

Improving harbor at Pentwater, Michigan: Continuing improvement, twenty five thousand dollars. Pentwater, Mich.

Improving harbor of refuge, Portage Lake, Michigan: Continuing improvement, seventy-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the present project for said harbor of refuge, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eighty-five thousand dollars, exclusive of the amount herein and heretofore appropriated. Portage Lake, Mich. *Proviso. Contracts.*

Improving harbor of refuge at Sand Beach, Michigan, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to repair such harbor of refuge in accordance with the recommendation of the Chief of Engineers, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated. Sandbeach (Harbor Beach), Mich. *Proviso. Contracts.*

Improving harbor at Saint Joseph, Michigan, in accordance with the modified project as printed in House Document Number Three hundred and seven, Fifty-fifth Congress, second session, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete such harbor in accordance with said modified project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and thirty thousand dollars, exclusive of the amounts herein and heretofore appropriated. St. Joseph, Mich. *Proviso. Contracts.*

- South Haven, Mich. Improving harbor at South Haven, Michigan: Completing improvement, forty-five thousand dollars.
- White Lake, Mich. Improving harbor at White Lake, Michigan: For maintenance and continuing improvement, thirty-five thousand dollars.
- Marquette, Mich. Improving harbor at Marquette, Michigan: Continuing improvement, twenty-five thousand dollars.
- Ludington, Mich. Improving harbor at Ludington, Michigan, in accordance with the report and plan submitted in House Document Number Two hundred and seventy-three, Fifty-fourth Congress, second session, twenty-five thousand dollars. \*
- Petoskey, Mich. Improving harbor at Petoskey, Michigan: Continuing improvement, twenty thousand dollars.
- Saugatuck, Mich. Improving harbor at Saugatuck, Michigan: Continuing improvement, seven thousand dollars.
- Menominee, Mich. and Wis. Improving harbor at Menominee, Michigan and Wisconsin: For maintenance, five thousand five hundred dollars.
- Cheboygan, Mich. Improving harbor at Cheboygan, Michigan: Continuing improvement, eight thousand dollars.
- Presque Isle Point, Mich. Improving harbor at Presque Isle Point, Marquette Bay, Michigan: Completing improvement, thirty thousand dollars.
- Ahnapee, Wis. Improving harbor at Ahnapee, Wisconsin: Continuing improvement according to Plan A, submitted under date of December thirty-first, eighteen hundred and ninety-six, thirteen thousand dollars.
- Green Bay, Wis. Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-eight thousand six hundred dollars.
- Kenosha, Wis. Improving harbor at Kenosha, Wisconsin, according to the project dated January twelfth, eighteen hundred and ninety-nine, and the project for deepening the basin and widening and deepening said harbor, based upon the removal of the present north pier, dated January twenty-sixth, eighteen hundred and ninety-seven, fifty thousand dollars, of which three thousand dollars may be used for maintenance: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of one hundred and forty-one thousand dollars, exclusive of the amount herein and heretofore appropriated.
- Proviso.*  
Contracts. may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project for said harbor of refuge, to be paid for as appropriations may
- Kewaunee, Wis. Improving harbor at Kewaunee, Wisconsin: For maintenance, eight thousand eight hundred dollars.
- Milwaukee, Wis., harbor of refuge. Continuing improvement, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project for said harbor of refuge, to be paid for as appropriations may
- Proviso.*  
Contracts.

from time to time be made by law, not to exceed in the aggregate the sum of one hundred and five thousand six hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated.

Improving harbor at Milwaukee, Wisconsin: For maintenance, fourteen thousand dollars; for deepening the channel at the entrance in accordance with the project submitted November twenty-third, eighteen hundred and ninety-six, twelve thousand dollars.

Milwaukee  
Harbor, Wis.

Improving harbor at Port Washington, Wisconsin: For maintenance, four thousand four hundred dollars.

Port Wash-  
ington, Wis.

Improving harbor at Racine, Wisconsin, according to the project reported January twelfth, eighteen hundred and ninety-nine, and the project for widening and deepening said harbor and correcting the funnel-shaped entrance thereof, reported January twenty-seventh, eighteen hundred and ninety-seven, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate sixty-seven thousand six hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated, of which three thousand dollars may be used for maintenance.

Racine, Wis.

*Proviso.*  
Contracts.

Improving harbor at Sheboygan, Wisconsin: For maintenance, three thousand four hundred dollars; for improving said harbor according to the project for a breakwater reported July twenty-sixth, eighteen hundred and ninety-eight, twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of fifty-two thousand dollars, exclusive of the amount herein and heretofore appropriated.

Sheboygan,  
Wis.

*Proviso.*  
Contracts.

Improving harbor at Ashland, Wisconsin: Continuing improvement, thirty-five thousand dollars, of which so much as shall be necessary may, in the discretion of the Secretary of War, be expended in completing the shore end of the breakwater, now partly constructed, and connecting it with the land.

Ashland, Wis.  
Vol. 31, p. 587.  
*Post*, p. 924.

Improving harbor at Two Rivers, Wisconsin: For maintenance, eight thousand dollars.

Two Rivers,  
Wis.

Improving Sturgeon Bay Canal, harbor of refuge: For maintenance of channel and piers, five thousand five hundred dollars.

Sturgeon Bay  
Canal, harbor  
of refuge.

Improving harbor at Oconto, Wisconsin: Continuing improvement and maintenance, fifteen thousand dollars.

Oconto, Wis.

Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, thirty thousand dollars.

Sturgeon Bay  
and Lake Mich-  
igan Ship Can-  
al.

- Manitowoc, Wis.** Improving harbor at Manitowoc, Wisconsin: For maintenance, three thousand three hundred dollars.
- La Crosse, Wis.** Completing harbor at La Crosse, Wisconsin: Continuing improvement according to the project reported January eleventh, eighteen hundred and ninety-seven, twelve thousand dollars, exclusive of five thousand dollars appropriated by river and harbor Act of June third, eighteen hundred and ninety-six: *Provided*, That no expenditure shall be made for such purpose by the United States until the city of La Crosse shall have taken the necessary steps to carry the sewers across the area to be filled in, so as to discharge outside of the bulkhead proposed in said project.
- Grand Marais, Minn.** Improving harbor at Grand Marais, Minnesota: Completing improvement, thirty thousand dollars.
- Agate Bay, Minn.** Improving harbor at Agate Bay, Minnesota: Completing improvement, seventy-one thousand seven hundred and eight dollars.
- Alviso, Cal.** Improving Alviso Harbor, Santa Clara County, California, in accordance with project reported December eleventh, eighteen hundred and ninety-six, forty-eight thousand dollars.
- San Diego, Cal.** Improving harbor at San Diego, California: Continuing improvement, sixty-five thousand dollars.
- San Luis Obispo, Cal.** Improving harbor at San Luis Obispo, California: Continuing improvement, fifty-five thousand dollars.
- Humboldt, Cal.** Improving harbor at Humboldt, California: Continuing improvement, by dredging in the inner harbor, fifty thousand dollars.
- San Francisco, Cal.** Improving San Francisco Harbor, California: By removing Arch Rock and Shag Rocks Numbered One and Two, all to a depth of thirty feet below mean low water, according to the report made October thirteenth, eighteen hundred and ninety-seven, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for the materials and work necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars, exclusive of the amount herein appropriated.
- Yaquina Bay, Oreg.** Yaquina Bay, Oregon: The Secretary of War is hereby authorized to appoint a board of three engineers, who shall make examination thereof, with a view to ascertaining the desirability of prosecuting the work authorized by the river and harbor Act of eighteen hundred and ninety-six, for such modification thereof as, in the judgment of said board may be desirable for the commerce of said bay, together with an estimate of the cost of such work, and until such report shall have been made and acted upon by Congress, no further action shall be taken by the Secretary of War in pursuance of existing law, and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the expenses of such examination.
- Vol. 29, p. 229. Ante, p. 783. Proviso. Condition of expenditure.**
- Vol. 32, p. 346. Post, p. 971. Proviso. Contracts.**
- Vol. 29, p. 214. Ante, p. 761.**

- Improving Tillamook Bay and Bar, Oregon: Continuing improvement, twenty-five thousand dollars. Tillamook Bay and bar, Oreg.
- Mouth of Siuslaw River, Oregon: Continuing improvement, thirty thousand dollars. Siuslaw River, Oreg.
- Improving entrance to Coos Bay and Harbor, Oregon: Continuing improvement, one hundred and fifty thousand dollars. Coos Bay, Oreg.
- Improving Olympia Harbor, Washington: Continuing improvement, fifteen thousand dollars. Olympia, Wash.
- Improving Everett Harbor, Washington: Continuing improvement, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for the materials and work necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and forty-two thousand dollars, exclusive of the amount herein and heretofore appropriated. Everett, Wash. *Proviso. Contracts. Vol. 32, p. 739. Post, p. 947.*
- Improving Pearl Harbor, Hawaii, in accordance with the report submitted by Rear-Admiral Walker, July eleventh, eighteen hundred and ninety-four, and contained in Senate Executive Document Number Forty-two, Fifty-third Congress, third session: Completing improvement, one hundred thousand dollars. Pearl Harbor Hawaii.
- Improving Bagaduce River, Maine: Continuing improvement, three thousand dollars. Rivers. Bagaduce River, Me.
- Improving Penobscot River, Maine, in accordance with the project submitted May third, eighteen hundred and ninety-seven: Completing improvement, twenty-eight thousand dollars. Penobscot River, Me.
- Improving Narragausus River, Maine: Completing improvement, five thousand dollars. Narragausus River, Me.
- Improving Lubec Channel, Maine: Continuing improvement, twenty-five thousand dollars. Lubec Channel, Me.
- Improving Georges River, Maine: Continuing improvement, ten thousand dollars. Georges River, Me.
- Improving Union River, Maine: Continuing improvement, fifteen thousand dollars: *Provided*, That the Secretary of War may enter into contract or contracts for such material and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one hundred and fifteen thousand dollars, exclusive of the amount herein and heretofore appropriated. Union River, Me. *Proviso. Contracts.*
- Improving Saco River, Maine, including breakwater, five thousand dollars. Saco River, Me.
- Improving Cocheco River, New Hampshire: Continuing improvement, twenty thousand dollars. Cocheco River, N. H.
- Improving Exeter River, New Hampshire, in accordance with project submitted May third, eighteen hundred and ninety-seven: Completing improvement, twelve thousand dollars. Exeter River, N. H.
- Improving Otter Creek, Vermont: Continuing improvement, one thousand dollars. Otter Creek, Vt.

Lake Cham-  
plain, Nar-  
rows.

Powow  
River, Mass.

Taunton  
River, Mass.

Weymouth  
River, Mass.

Essex River,  
Mass.

Mystic and  
Malden rivers,  
Mass.

Mystic  
River, Mass.,  
below Island  
End River.

Town River,  
Mass.

Merrimac  
River, Mass.

Pawtucket  
River, R. I.  
*Provido.*  
Straighten-  
ing channel.

Connecticut  
River.

Housatonic  
River, Conn.

Mystic  
River, Conn.

Thames Riv-  
er, Conn.  
*Providos.*

Norwich,  
Conn., in-  
creased depth.

Survey di-  
rected at New  
London, Conn.

Pawcatuck  
River, R. I.  
and Conn.

Sakonnet  
River, R. I.

Hudson  
River, N. Y.

Improving the Narrows of Lake Champlain, Vermont: Continuing improvement, five thousand dollars.

Improving Powow River, Massachusetts: Continuing improvement, twelve thousand dollars.

Improving Taunton River, Massachusetts: Completing improvement, seven thousand dollars.

Improving Weymouth River, Massachusetts: Continuing improvement, ten thousand dollars.

Improving Essex River, Massachusetts: Completing improvement, ten thousand dollars.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, five thousand dollars.

Improving Mystic River, Massachusetts, below the mouth of Island End River, fifty thousand dollars, according to the project printed in House Document Number One hundred and seventy-eight, Fifty-fifth Congress, third session.

Improving Town River, Massachusetts: Continuing improvement, eight thousand dollars.

Improving Merrimac River, Massachusetts: Continuing improvement in accordance with the project submitted May fifth, eighteen hundred and ninety-seven, forty thousand dollars.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars: *Provided*, That so much of this sum as may be deemed necessary by the engineer in charge may be used in straightening the channel between the mouth of Ten Mile River and Bucklins Island.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars.

Improving Housatonic River, Connecticut: Continuing improvement, fifteen thousand dollars.

Improving Mystic River, Connecticut: Completing improvement, nine thousand six hundred dollars.

Improving Thames River, Connecticut: Continuing improvement, twenty thousand dollars: *Provided*, That a part of this appropriation may, in the discretion of the Secretary of War, be used to secure depth of water for anchorage purposes at Norwich, west of Norwich docks: *Provided further*, That out of this appropriation the Secretary of War is directed to cause a survey and estimate of the cost of improvement to be made with a view to improving the harbor at New London, Connecticut, to meet the demands of commerce at that port.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement, fifteen thousand dollars.

Sakonnet River, Rhode Island: Completing improvement, twenty thousand dollars, with authority to use the unexpended balance.

Improving Hudson River, New York: Continuing improvement, one hundred thousand dollars; and the Secretary of War may make such changes in the project for



location and width of channel at and near Troy as in his opinion the interests of navigation may require: *Provided*, That contracts may be entered into by the Secretary of War for such materials and labor as may be required for prosecuting such improvement according to approved project, not to exceed in the aggregate five hundred thousand dollars exclusive of the amount herein and heretofore appropriated, to be paid for as appropriations may from time to time be made by law.

*Proviso.*  
Contracts.

Improving Harlem River, New York: Continuing improvement, one hundred thousand dollars. And the Secretary of War is authorized and directed to take such action as may be most advantageous to the United States regarding the unused stone originally excavated for this improvement and now stored on leased ground known as Dyckmans Meadows, and so much of the appropriation herein made as may be necessary may be used for such purpose.

Harlem River, N. Y.

—use of unused stone, etc.

Improving East River and Hell Gate, New York: Continuing improvement, including the removal of Man of War Rock, two hundred and fifty thousand dollars.

East River and Hell Gate, N. Y.

Improving Browns Creek, Sayville, Long Island, New York: Continuing improvement and for maintenance, three thousand dollars.

Browns Creek, Sayville, L. I., N. Y.

Improving shoals between Sister Islands and Cross Over light, Saint Lawrence River, New York: Continuing improvement, twenty thousand dollars, to be expended for improving shoals between Sister Islands and Cross-Over light and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.

St. Lawrence River, N. Y., improving shoals.

Improving Niagara River from Tonawanda to Port Day: Continuing improvement, fifteen thousand dollars.

Niagara River.

Improving Bronx River, New York: Continuing improvement, twenty thousand dollars.

Bronx River, N. Y.

Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.

Passaic River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.

Raritan River, N. J.

Improving Shrewsbury River, New Jersey: For maintenance, ten thousand dollars.

Shrewsbury River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars.

South River, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

Alloway Creek, N. J.

Improving Mattawan Creek, New Jersey: For maintenance, three thousand dollars.

Matawan Creek, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, eight thousand dollars; which sum shall be expended for extending the improved channel farther toward the five-foot contour of Raritan Bay.

Shoal Harbor and Compton Creek, N. J.

Improving Goshen Creek, New Jersey: Completing improvement, eight thousand dollars.

Goshen Creek, N. J.

Manasquan  
River, N. J.

Improving Manasquan River, New Jersey: Continuing improvement, five thousand dollars.

Rancocas  
River, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, two thousand dollars, to be expended in the Lumberton branch thereof.

Mantua  
Creek, N. J.

Improving Mantua Creek, New Jersey, in accordance with the project presented in House Document Number One hundred and twenty-three, Fifty-fifth Congress, second session, twenty-five thousand dollars: *Provided*, That no part of any money appropriated for this project in excess of eight thousand dollars shall be expended for right of way, privileges, easements, or other rights above the phosphate works and below Paulsboro, and no part thereof shall be expended for any such purpose unless all such rights are secured for an amount not in excess of said sum of eight thousand dollars.

*Proviso.*  
Amount  
available for  
rights of way,  
etc.

Allegheny  
River, Pa.

Improving Allegheny River, Pennsylvania: Continuing improvement, fifteen thousand dollars.

Delaware  
River, from  
Trenton, etc.  
—improvement,  
Philadelphia.

Improving Delaware River from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, three hundred thousand dollars, of which the Secretary of War may use so much as may, in his opinion, be required between Trenton and Christian street in Philadelphia, and the balance shall be available for obtaining a channel six hundred feet wide and thirty feet deep from said Christian street to deep water in Delaware Bay, in accordance with the report printed in House Document Number Two hundred and nineteen, Fifty-fifth Congress, second session, or such modified project as shall hereafter be recommended by a board of engineers and approved by the Secretary of War: *Provided*, That the total cost of the work shall not be increased thereby: *And provided further*, That the Secretary of War may enter into contract or contracts for such materials and work as may be required for prosecuting such improvement, not to exceed in the aggregate five hundred thousand dollars, to be paid for as appropriations may from time to time be made by law. The Secretary of War is hereby authorized to appoint a board of three engineers to make a further examination of the project and report such modification of the same as may be deemed desirable, with an estimate of the cost, the expense of such examination to be paid from the appropriation herein made.

*Provisos.*  
Limit of  
cost.  
Contracts.

Board to examine  
project.

Monongahela  
River.  
Lock 6.  
Above Lock 3.

Improving Monongahela River: For the enlargement and improvement of Lock Six on the Monongahela River, and for extension of existing fender and mooring crib three hundred linear feet above Lock Three, and building a deflecting dike one thousand eight hundred feet above said lock on said river, and for a new repair steamer with snagging appliances, and for a new dredge boat and two dump scows, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for the completion of said work and the purchase or construction of said boats, to be paid for as appropriations

Repair steamer,  
etc.

*Proviso.*  
Contracts.

may from time to time be made by law, not to exceed in the aggregate one hundred and thirty-five thousand five hundred and fifty-six dollars, exclusive of the amount herein appropriated.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars. Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars. Smyrna River, Del.

Improving Murderkill River, Delaware: Continuing improvement, five thousand dollars. Murderkill River, Del.

Improving Broad Creek River, Delaware: Completing improvement, five thousand dollars. Broad Creek River, Del.

Improving Mispillion River, Delaware: Completing improvement and for maintenance, two thousand five hundred dollars. Mispillion River, Del.

Improving Nanticoke River, Delaware and Maryland: Continuing improvement, three thousand dollars. Nanticoke River, Del. and Md.

Improving Choptank River, Maryland: Continuing improvement, eight thousand dollars. Choptank River, Md.

Improving Chester River, Maryland: Completing improvement, three thousand two hundred dollars. Chester River, Md.

Improving Manokin River, Maryland: Continuing improvement, one thousand five hundred dollars. Manokin River, Md.

Improving Warwick River, Maryland: Continuing improvement, two thousand dollars. Warwick River, Md.

Improving Patapsco River and channel to Baltimore: Continuing improvement, two hundred thousand dollars, for the purpose of obtaining a channel thirty feet in depth, in accordance with the project submitted December first, eighteen hundred and ninety-four, as amended by the report of December third, eighteen hundred and ninety-six; and the Secretary of War may enter into contracts for such material and labor as may be required for prosecuting such improvement, not to exceed in the aggregate one million dollars, to be paid for as appropriations may from time to time be made by law. Patapsco River to Baltimore.

Contracts.

Improving Pocomoke River, Maryland: Continuing improvement, three thousand dollars. Pocomoke River, Md.

Improving Potomac River at and below the city of Washington, District of Columbia, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for the materials and work necessary for the completion of the improvements below the city of Washington, in accordance with the project submitted November sixth, eighteen hundred and ninety-one, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated. Potomac River, below Washington.

*Proviso.*  
Contracts.

Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars. Appomattox River, Va.

Improving Nansemond River, Virginia: Continuing improvement, five thousand dollars. Nansemond River, Va.

- James River, Va. Improving James River, Virginia: Continuing improvement, one hundred and fifty thousand dollars.
- Nomini Creek, Va. Improving Nomini Creek, Virginia: Continuing improvement, ten thousand dollars.
- Deep Creek, Va. Improving Deep Creek, Virginia, from the South Branch of the Elizabeth River to the new lock at the Dismal Swamp Canal, Turners Cut Level, Croatan Sound, and Pasquotank River, North Carolina, twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project for the said improvement as submitted by Major Thomas L. Casey, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and thirty-two thousand four hundred and fifty dollars, exclusive of the amount herein appropriated.
- Proviso.*  
*Contracts.*
- Rappahannock River, Va. Improving Rappahannock River, Virginia: Continuing improvement, fifteen thousand dollars.
- Urbana Creek, Va. Improving Urbana Creek, Virginia: Continuing improvement, three thousand dollars.
- York River, Va. Improving York River, Virginia: Continuing improvement, ten thousand dollars.
- Occoquan Creek, Va. Improving Occoquan Creek, Virginia: Continuing improvement, two thousand five hundred dollars.
- Lower Machodoc Creek, Va. Improving Lower Machodoc Creek, Virginia: Continuing improvement, one thousand five hundred dollars.
- Nandua Creek, Va. Improving Nandua Creek, Virginia: Completing improvement in accordance with the project submitted June seventeenth, eighteen hundred and ninety-five, three thousand dollars in addition to the amount heretofore appropriated.
- Elk River, W. Va. Improving Elk River, West Virginia: Continuing improvement, the funds now available for expenditure above Frametown, Braxton County, West Virginia, shall, so far as may be necessary, be spent in removing snags, overhanging timber, bowlders, and other similar obstructions.
- Little Kanawha River, W. Va. Improving Little Kanawha River, West Virginia: For clearing obstructions and maintenance, seven hundred and forty-three dollars.
- Guyandot River, W. Va. Improving Guyandotte River, West Virginia: For maintenance, one thousand dollars.
- Northeast River, N. C. Improving North East River, North Carolina: For maintenance, two thousand dollars.
- Cape Fear River, N. C. Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement and maintenance, five thousand dollars.
- Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvement, one hundred and fifty thousand dollars.
- Contentnia Creek, N. C. Improving Contentnia Creek, North Carolina: For maintenance, including snagging, two thousand dollars.

Improving Neuse River, North Carolina: For maintenance, ten thousand dollars. Neuse River, N. C.

Improving Pamlico and Tar rivers, North Carolina: Continuing improvement and for maintenance, fifteen thousand dollars. Pamlico and Tar rivers, N. C.

Improving Trent River, North Carolina: For maintenance, two thousand five hundred dollars. Trent river, N. C.

Improving Black River, North Carolina: For maintenance, two thousand dollars. Black River, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, eight thousand dollars. Water route from Norfolk to Albemarle Sound, N. C.

Improving Fishing Creek, North Carolina: Completing improvement, seven thousand seven hundred and fifty dollars. Fishing Creek, N. C.

Improving Town Creek, Brunswick County, North Carolina: To make a channel forty feet wide at bottom and five feet deep at mean low water from the mouth to Upper Bridge, and to snag and remove obstructions from the creek from the mouth to The Rocks: *Provided*, That no work be done until Upper Bridge is provided with a proper draw, eight thousand five hundred dollars. Town Creek, N. C.  
*Proviso.*  
Draw at Upper Bridge.

Improving Great Pedee River, South Carolina: Continuing improvement, four thousand dollars. Great Pedee River, S. C.

Improving Santee River, South Carolina: Continuing improvement, twenty thousand dollars. Santee River, S. C.

Improving Waccamaw River, North Carolina and South Carolina: Continuing improvement, three thousand dollars. Waccamaw River, N. C. and S. C.

Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars. Wateree River, S. C.

Improving Congaree River, South Carolina, from Gervais Street Bridge, Columbia, to Granby, in accordance with plan submitted January second, eighteen hundred and ninety-four, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate two hundred thousand dollars exclusive of the amount herein appropriated. Congaree River, S. C.

Improving Altamaha River, Georgia: Continuing improvement, six thousand dollars. Altamaha River, Ga.  
*Proviso.*  
Contracts.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, fifty thousand dollars, of which fifteen thousand dollars, or as much thereof as may be necessary, may be applied to the building or purchase of a dredge boat to be used on the Chattahoochee, Flint, and Appalachicola rivers; and five thousand dollars, or so much thereof as may be necessary, shall be applied to the survey of that portion of the river between Surveys.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, fifty thousand dollars, of which fifteen thousand dollars, or as much thereof as may be necessary, may be applied to the building or purchase of a dredge boat to be used on the Chattahoochee, Flint, and Appalachicola rivers; and five thousand dollars, or so much thereof as may be necessary, shall be applied to the survey of that portion of the river between Surveys.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, fifty thousand dollars, of which fifteen thousand dollars, or as much thereof as may be necessary, may be applied to the building or purchase of a dredge boat to be used on the Chattahoochee, Flint, and Appalachicola rivers; and five thousand dollars, or so much thereof as may be necessary, shall be applied to the survey of that portion of the river between Surveys.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, fifty thousand dollars, of which fifteen thousand dollars, or as much thereof as may be necessary, may be applied to the building or purchase of a dredge boat to be used on the Chattahoochee, Flint, and Appalachicola rivers; and five thousand dollars, or so much thereof as may be necessary, shall be applied to the survey of that portion of the river between Surveys.

West Point and Franklin, and, in addition, the balance of appropriation heretofore made now on hand shall be available for the purpose of the survey.

Flint River,  
Ga.

Improving Flint River, Georgia: Continuing improvement, five thousand dollars.

Ocmulgee  
River, Ga.  
*Proviso.*  
Contracts.  
Vol. 31, p.  
587.  
*Post*, p. 923.

Improving Ocmulgee River, Georgia: Continuing improvement, twenty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War to complete the present project of improvement, namely: The project proposed in the report of a preliminary examination and survey of Captain O. M. Carter, printed in House Executive Document Number Two hundred and fifteen, Fifty-first Congress, first session, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and thirty-six thousand dollars, exclusive of amounts herein and heretofore appropriated.

Oconee River,  
Ga.

Improving Oconee River, Georgia: Continuing improvement, ten thousand dollars.

Savannah  
River, Ga.

*Proviso.*  
Contracts.

Improving Savannah River between Augusta and Savannah: Continuing improvement, twenty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for the materials and work that may be necessary to complete the existing project of improvement, namely: The project provided by the survey of eighteen hundred and ninety, and published in the Appendix to the Report of the Chief of Engineers, eighteen hundred and ninety, pages thirteen hundred and twenty-eight to thirteen hundred and sixty-three, or the required materials may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Savannah  
River, above  
Augusta.

Improving Savannah River above Augusta, Georgia: Continuing improvement, one thousand dollars.

Coosa River,  
Ga. and Ala.

Improving Coosa River between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge in Alabama: For maintenance and deepening the channel over the shoals and removing obstructions therefrom, twenty thousand dollars.

Apalachicola  
River, Fla.

Improving Apalachicola River, Florida, including the cut-off and Lower Chipola River: Continuing improvement, three thousand dollars.

Caloosahatchee  
River, Fla.

Improving Caloosahatchee River, Florida: For maintenance, two thousand dollars.

Choctawhatchee  
River,  
Fla. and Ala.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, sixteen thousand dollars; of which amount ten thousand dollars shall be expended for the improvement of the river between Newton and Geneva.

Escambia  
and Conecuh  
rivers, Fla.

Improving Escambia and Conecuh rivers, Florida: Continuing improvement, five thousand dollars.

Improving Manatee River, Florida: Continuing improvement, ten thousand dollars: *Provided*, That eight thousand dollars, or so much thereof as may be necessary, be used in dredging, deepening, and otherwise improving the navigation of the channel known as the Cut-Off, extending from said Manatee River, on the north side thereof, and below the town of Palmetto, in Terraceia Bay.

Manatee River, Fla.  
*Proviso.*  
Dredging  
Cut-off channel.

Improving Saint Johns River, Florida, from Jacksonville to the ocean: Continuing improvement, two hundred thousand dollars.

St. Johns River, Fla.

Improving Suwanee River, Florida: Continuing improvement, five thousand dollars.

Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, two thousand dollars.

Volusia bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars.

Ocklawaha River, Fla.

Improving Sarasota Bay, Florida: Continuing improvement, five thousand dollars.

Sarasota Bay, Fla.

Improving Indian River, Florida: By dredging channel at Negro Cut near Indian River Inlet, five thousand dollars; and the unexpended balance of the amount heretofore appropriated may be expended in the construction of training wall or piling for the protection of the dredged channel.

Indian River, Fla.

Improving Upper Chipola River, Florida, in accordance with the project submitted, five thousand dollars.

Upper Chipola River, Fla.

Improving Anclote River, Florida, in accordance with the project submitted, five thousand dollars.

Anclote River, Fla.

Improving Black Water River, Florida, from Milton to its mouth, in accordance with the project submitted, five thousand dollars.

Blackwater River, Fla.

Improving Holmes River, Florida, from Vernon to its mouth: So much of the unexpended balance as is necessary in the opinion of the Secretary of War is hereby reappropriated for maintenance in accordance with the existing project.

Holmes River, Fla.

Improving Saint Johns River, Orange Mills Flats, Florida, in accordance with the approved project, forty thousand dollars.

St. Johns River, Fla.

The sum of thirty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to be expended, in the discretion of the Secretary of War, in the purchase or construction of a suitable dredge, with snagging outfit, to be used in connection with the several works of river and harbor improvement on the coast of Florida and the waters tributary thereto.

Dredge, etc.,  
Florida im-  
provements.

The sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to be expended under the direction of the Secretary of War, for the construction of a boat suitable for operating on the navigable streams of the State of Florida, in removing therefrom the aquatic plant known as the water hyacinth, so far as it is an obstruction and hindrance to interstate or foreign commerce; also, one thousand dollars for log

Boat to re-  
move the water  
hyacinth.  
Vol. 32, p.  
354.  
Post, p. 981.

—expenses, etc.

booms to be used as adjuncts to such steamer, and ten thousand dollars for conducting the necessary operations, making thirty-six thousand dollars in all, according to the estimate and recommendation of the War Department as found in House Document Number Ninety-one, Fifty-fifth Congress, third session.

Alabama River, Ala.

Improving Alabama River, Alabama: Continuing improvement, fifty thousand dollars.

Black Warrior River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to construct Lock and Dam Numbered Four, above Tuscaloosa, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and forty thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated.

*Proviso.*  
Contracts.

Warrior and Tombigbee rivers, Ala.

Improving Warrior and Tombigbee rivers, Alabama: Continuing improvement of Warrior River, two hundred and twenty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to construct three locks and dams next below Tuscaloosa, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and forty thousand dollars, exclusive of the amount herein and heretofore appropriated.

*Proviso.*  
Contracts.

Tombigbee River.

Improving Tombigbee River from Fulton to Columbus: Continuing improvement and for maintenance, five thousand dollars.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, ten thousand dollars.

Improving Tombigbee River from Walkers Bridge to Fulton: Continuing improvement and for maintenance, one thousand dollars.

*Proviso.*  
Lock at McGrews shoals.

Improving Tombigbee River, Alabama, from mouth to Demopolis: Continuing improvement, fifty thousand dollars: *Provided*, That the same or so much thereof as may be necessary shall be used to complete the lock at McGrews Shoals.

Big Sunflower River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Pascagoula River, Miss., and Horn Island Harbor.

Pascagoula River, Mississippi, and Horn Island Harbor: Improving the same as recommended by the reports dated December twenty-eighth, eighteen hundred and ninety-six, and August twenty-ninth, eighteen hundred and ninety-eight, respectively, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the plan of improvement so recommended, to be paid for as appropriations may from time to time be made by law, not to exceed in the

*Proviso.*  
Contracts.



aggregate two hundred and sixty-seven thousand six hundred dollars, exclusive of the amount herein and heretofore appropriated.

Improving Pearl River, between Edinburg and Carthage, Mississippi: For maintenance, one thousand dollars. Pearl River, Miss.

Improving Pearl River, between Carthage and Jackson, Mississippi: For maintenance, two thousand five hundred dollars.

Improving Pearl River, below Jackson, Mississippi: Continuing improvement, seven thousand dollars, which shall be expended in work on the river, beginning at the head of Holmes Bayou and continuing up the river to Monticello.

Improving Tallahatchee River, Mississippi: Continuing improvement, five thousand dollars. Tallahatchee River, Miss.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary may, in the discretion of the Secretary of War, be expended in removing the bar at Yazoo City. Yazoo River, Miss.

Improving Chickasahay River, Mississippi: For maintenance, two thousand five hundred dollars. Chickasahay River, Miss.

Improving Leaf River, Mississippi: For maintenance, two thousand five hundred dollars. Leaf River, Miss.

Improving Homochitto River, Mississippi: Completing improvement, in accordance with the approved project, sixteen thousand dollars. Homochitto River, Miss.

Mouth of Pearl River, Mississippi: Completing improvement in accordance with the project dated December twenty-third, eighteen hundred and ninety-six, eighteen thousand one hundred and ninety-nine dollars and eighty cents. Pearl River, Miss., mouth.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars. Amite River. Bayou Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, six thousand dollars. Boeuf River, La.

Improving Bayou Bartholomew, Louisiana and Arkansas: For maintenance, five thousand dollars. Bayou Bartholomew, La. and Ark.

Improving Tensas River and Bayou Maçon, Louisiana and Arkansas: Completing improvement, four thousand dollars. Tensas River and Bayou Maçon, La. and Ark.

Improving Red River, Louisiana, Arkansas, and Indian Territory: Continuing improvement, one hundred and fifty thousand dollars. And an examination shall be made of the harbor of Alexandria, and a report as to what improvement, if any, should be made thereof, together with an estimate of the cost thereof. Red River, La., Ark., and Ind. T. Vol. 31, p. 579. Post, p. 913. Alexandria, La.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars. Tickfaw River, La.

Improving Bayou Lafourche, Louisiana: For maintenance, seven thousand five hundred dollars. Bayou Lafourche, La.

Improving Chefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars. Chefuncte River and Bogue Falia, La.

- Bogue Chitto, La. Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.
- Bayou Vermilion, La. Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, two thousand five hundred dollars.
- Boat for waters of Louisiana to remove the water hyacinth. The sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to be expended under the direction of the Secretary of War, for the construction of a boat suitable for operating on the navigable streams of the State of Louisiana in removing therefrom the aquatic plant known as the water hyacinth, so far as it is an obstruction and hindrance to interstate or foreign commerce; also, one thousand dollars for log booms to be used as adjuncts to such steamer, and ten thousand dollars for conducting the necessary operations, making thirty-six thousand dollars in all, according to the estimate and recommendation of the War Department as found in House Document Number Ninety-one, Fifty-fifth Congress, third session.
- Vol. 32, p. 354. *Post*, p. 981. —expenses, etc.
- Bayou Teche, La. Improving Bayou Teche, Louisiana: Continuing improvement, ten thousand dollars.
- Mermentau River, La. Improving Mermentau River and tributaries, Louisiana: Completing improvement, six thousand one hundred and fifteen dollars and twenty-five cents.
- Johnson's Bayou, La. Improving Johnson's Bayou, Louisiana: Completing improvement in accordance with the approved project, two thousand five hundred dollars.
- Bayou Courtableau, La. Improving Bayou Courtableau, Louisiana: Continuing improvement, by removal of the raft at its mouth and preventing re-formation thereof, twenty thousand dollars.
- Trinity River, Tex. Improving Trinity River, Texas: Continuing improvement, seven thousand dollars: *Provided*, That out of said sum the Secretary of War is hereby directed to cause a preliminary survey of said Trinity River to be made from its mouth to the city of Dallas, with separate estimates of the cost of procuring a navigable depth at low water of four feet, five feet, and six feet, respectively, in said river, by locks and dams or otherwise; said report to include the best method for improving the river, and such report may be made so as to divide said river into separate sections, with a statement of the advisability of such improvement.
- Proviso.*  
Preliminary survey, etc.
- Sabine River, Tex. Improving Sabine River, Texas: For maintenance, two thousand dollars.
- Brazos River. West Galveston Bay channel, Double Bayou, etc. For the improvement of the Brazos River between Velasco and Richmond, West Galveston Bay Channel, Double Bayou, and the mouths of adjacent streams, sixty-five thousand dollars, out of which said sum a suitable dredge and snagging outfit may be provided to carry on said work and to be used on other approved projects on the Texas coast, including streams emptying into the Gulf of Mexico and bays connected therewith.

Improving the mouths of the Sabine and Neches rivers, ten thousand dollars: *Provided*, That from said amount there shall be paid the expenses of making a survey by a board of engineers to be designated by the Secretary of War, and said board shall make a reexamination of the proposed channel through Sabine Lake and make a report thereon.

Sabine and  
Neches rivers.  
*Proviso.*  
Board to re-  
examine chan-  
nel through  
Sabine Lake.

Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War may, in his discretion, use so much of said sum as may be necessary to repair and protect existing dikes, and to remedy and guard against any injury to the harbors or river banks in their vicinity that may have been injured or endangered by reason of changes in the channel or encroachments of the river at or near Pine Bluff, Little Rock, Dardanelle, Van Buren, and Fort Smith, for the purpose of confining the river to the adopted channel, so as to give ease and safety to navigation: *Provided further*, That in the discretion of the Secretary of War the sum of fifty thousand dollars of said amount hereby appropriated may be used in removing snags, sand bars, and other obstructions to navigation in said river, and in repairing and operating snag boats. The President is authorized to appoint a board of three from the Corps of Engineers, whose duty it shall be to thoroughly examine the Arkansas River and report as soon as practicable to the Secretary of War such plan for the permanent improvement of said river as in their opinion is most feasible and best adapted to the necessities of commerce, together with a statement as to the usefulness of such improvement to navigation and its relation and value to commerce. They shall also report the details of such plan, with estimates of the cost thereof. The cost of such examination and survey and the expenses of said board shall be paid out of the sum above appropriated.

Arkansas  
River, Ark. and  
Ind. T.  
*Provisos.*  
Distribution.

Removing  
snags, etc.

Board to ex-  
amine river.

Report on im-  
provements.

Improvement of Saint Francis River, Arkansas: Continuing improvement, eight thousand dollars; of which sum one thousand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in the L'Anguille River, its tributary, from its mouth to the town of Marianna.

St. Francis  
River, Ark.  
L'Anguille  
River.

Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars.

Arkansas  
River.

Improving Black River, in Arkansas and Missouri: Continuing improvement, eight thousand dollars.

Black River,  
Ark. and Mo.

Improving White River, Arkansas: For completion, fourteen thousand eight hundred and fifteen dollars.

White River,  
Ark.

Improving Cache River, Arkansas: To be expended in removing obstructions, one thousand dollars.

Cache River,  
Ark.

Improving Upper White River, Arkansas: For the construction of Lock and Dam Number One, on Upper White

Upper White  
River, Ark.

- River, at or near Batesville, according to the project, plans, and specifications submitted in report printed in House Document Number Seventy-eight, Fifty-fourth Congress, second session, to complete said lock and dam, one hundred and sixty thousand dollars, and the Secretary of War may also enter into contract or contracts for the completion of Lock and Dam Number Two, according to same plan, at a cost not to exceed one hundred and fifty thousand dollars, to be paid for as appropriations may from time to time be made by law.
- Contracts.**  
Vol. 31, p. 587.  
*Post*, p. 923.
- Current River, Ark. and Mo.** Improving Current River, in Arkansas and Missouri: Continuing improvement, and for maintenance, five thousand dollars.
- Buffalo Fork of White River, Ark.** Improving Buffalo Fork of White River, Arkansas: For completion of improvements, according to project, plans, and specifications printed in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-seven, pages nineteen hundred and ninety-four et sequentes, three thousand five hundred dollars.
- Ouachita and Black rivers, Ark. and La.** Improving Ouachita and Black rivers, Arkansas and Louisiana: Continuing improvement, one hundred and ten thousand dollars, of which sum so much as may be necessary shall be used by the Secretary of War in his discretion for the completion of the survey of said Ouachita River, heretofore authorized, for the purpose of obtaining a plan of construction and estimates of the cost of the locks and dams necessary to give slack-water navigation.
- Clinch River, Tenn.** Improving Clinch River, Tennessee: Completing improvement, eight thousand five hundred dollars.
- Cumberland River, Tenn.** Improving Cumberland River above Nashville, Tennessee, one hundred thousand dollars, of which amount so much as may be available, besides the amount required for essential maintenance, may be applied toward the completion of unfinished locks and dams one, five, six, and seven, or either of them.
- Harpeth shoals.** Improving Cumberland River below Nashville, Tennessee, one hundred thousand dollars, of which amount so much as may be available, besides the amount required for essential maintenance, shall be applied in the construction of the lock and dam and other projected improvements at Harpeth Shoals.
- French Broad and Little Pigeon rivers, Tenn. Tennessee River.** Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, five thousand dollars.
- Improving Tennessee River below Riverton, Alabama, one hundred thousand dollars; and so much thereof as may be necessary may be used for the construction and equipment of a dredge boat.
- Improving Tennessee River between Chattanooga and Riverton, thirty-five thousand dollars, of which amount so much as may be necessary shall be applied in the survey of that portion between Bridgeport and Decatur and a resurvey of the remaining portions of said river between the points named, and in making the survey between

Chattanooga and Shellmounds through that portion of the river commonly called the "Suck," an examination shall be made with a view to the construction of locks and dams suitable for convenient and safe navigation, also if on examination it shall be thought desirable, an estimate shall be made of the cost of constructing a canal across Moccasin Bend below Chattanooga: *Provided*, That so much as may be necessary may be used for a survey of the Clinch and French Broad rivers.

Vol. 33, p. 309.  
Post, p. 1051.

*Proviso.*  
Survey Clinch,  
etc., rivers.

Improving Tennessee River at Colbert Shoals and Bee Tree Shoals: Continuing improvement, one hundred thousand dollars.

Improving Tennessee River above Chattanooga: Continuing improvement, thirty thousand dollars.

Improving Obion River, Tennessee: For maintenance, two thousand five hundred dollars.

Obion River,  
Tenn.

Improving Forked Deer River, Tennessee: For maintenance, two thousand dollars.

Forked Deer  
River, Tenn.

Improving Elk River, Tennessee: Continuing improvement, four thousand dollars.

Elk River,  
Tenn.

Improving Big Sandy River, Kentucky and West Virginia: Continuing improvement, fifty-two thousand five hundred dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete two locks and dams in the Big Sandy River between Louisa and the mouth of the Big Sandy River, in accordance with the report of April twenty-seventh, eighteen hundred and ninety-eight, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and twenty thousand dollars, exclusive of the amount herein and heretofore appropriated: *Provided further*, That of the amount authorized to be expended, one thousand dollars may be expended for maintenance on Leviza Fork, and one thousand five hundred dollars on Tug Fork, and twenty thousand dollars, or so much thereof as may be necessary, for a detailed survey of the Big Sandy River and Leviza and Tug forks of the same in Kentucky and West Virginia: *Provided*, That the rest of the amount may be used for the local survey, acquisition of sites, and commencement of construction of the above-named locks and dams.

Big Sandy  
River, Ky. and  
W. Va.  
*Provisos.*  
Contracts.

Distribution.

—sites, etc.

Improving Green River, Kentucky, above the mouth of Big Barren River: Completing improvement, eighty-five thousand six hundred and seventy-three dollars and twenty cents.

Green River,  
Ky.

For survey of Licking River, Kentucky, from its mouth, opposite Cincinnati, Ohio, to Falmouth, Pendleton County, Kentucky, and for estimate of the cost of a lock and dam at or near Three Mile Riffle, about three miles from its mouth, ten thousand dollars.

Licking  
River, Ky.

Improving Ohio River from its head to its mouth: Continuing improvement, three hundred and seventy-

Ohio River,  
from head to  
mouth.

five thousand dollars, of which amount the Secretary of War is hereby authorized to expend thirty-five thousand dollars, or so much thereof as may be necessary, upon a survey of said Ohio River from Marietta, Ohio, to the mouth of the Big Miami River, with a view to the improvement of said river between said points by movable dams and otherwise, so as to provide six feet of water in said river at low water, this survey to include a report upon the location of the necessary dams and the probable cost thereof: *Provided further*, That out of the three hundred and seventy-five thousand dollars herein appropriated there shall be expended the following sums, or so much\* thereof as may be necessary, to wit: Thirty-five thousand dollars for general snagging purposes; twenty thousand dollars for dredging the harbor at Madison, Indiana, to six feet depth at low water, of which so much as may be necessary may be spent upon a special survey to determine the total cost of extending such harbor up to the present low-water front of said city; ten thousand dollars for dredging the harbor at Golconda, Illinois; ten thousand dollars for dredging the harbor at Brooklyn, Illinois; twenty-five thousand dollars for dredging and dikes to deepen the river channel at Mound City, Illinois; fifteen thousand dollars upon the continuation of the repair of the embankment at Lawrenceburg, Indiana; twenty-five thousand dollars upon the continuation of the embankment at Shawneetown, Illinois; one thousand dollars for a survey of the river bank and adjoining ground at or near New Liberty, Illinois, so far as necessary to determine the cost of work necessary to prevent the Ohio River from cutting through its banks at this locality, the survey to include a report upon the same; one thousand dollars for a survey of the river bank at or near Paducah, Kentucky, so far as necessary to determine the cost of properly protecting the city front against injury by high water, the survey to include a report upon the same: *Provided further*, That out of the unexpended balance of the funds already appropriated by the river and harbor Act of eighteen hundred and ninety-six, for the harbor at Evansville, Indiana, the sum of twenty thousand dollars shall be spent for dredging along the city front of said city.

Evansville,  
Ind., dredging.  
Vol. 29, p.  
225.  
*Ante*, p. 777.

Ohio River.  
Dam No. 13.

*Proviso.*  
Contracts.

Improving Ohio River: Continuing improvement at Dam Numbered Thirteen, fifty thousand dollars, to be used for the local survey, acquisition of site, and commencement of construction of said dam in accordance with the report of December twenty-eighth, eighteen hundred and ninety-eight: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred thousand dollars, exclusive of the amount herein appropriated.

Improving Ohio River: Continuing improvement at Dam Numbered Eighteen, fifty thousand dollars, to be used for the local survey, acquisition of site, and commencement of construction of said dam in accordance with the report of December twenty-eighth, eighteen hundred and ninety-eight: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred thousand dollars, exclusive of the amount herein appropriated.

Ohio River.  
Dam No. 18.

*Proviso.*  
Contracts.

Improving Belle River, Michigan: Completing improvement, ten thousand dollars.

Belle River,  
Mich.

Improving Hay Lake Channel, Saint Marys River: Continuing improvement, one hundred thousand dollars: *Provided*, That for the purpose of more rapidly prosecuting the project of improvement as heretofore adopted and entered upon, in addition to expending the balance on hand, a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for such purpose, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and ninety-four thousand one hundred and fifteen dollars, exclusive of the amount herein and heretofore appropriated: *Provided further*, That the Secretary of War shall cause to be made and reported as early as practicable, a survey of the connecting waters between Lakes Superior and Huron, including Hay Lake Channel, with a plan and estimate of the cost of such improvement as will secure a safe and convenient channel twenty-one feet deep between said lakes, the expense of which shall be paid from the said appropriation for improving Hay Lake Channel.

Hay Lake  
channel, St.  
Marys River.  
*Proviso.*  
Contracts.

Survey be-  
tween lakes  
Huron and Su-  
perior.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars.

Saginaw  
River, Mich.

Improving Pine River, Michigan: Completing improvement, five thousand five hundred and sixty dollars.

Pine River,  
Mich.

Improving Black River [a], Michigan, at the mouth: Continuing improvement, four thousand dollars.

Black River,  
Mich.

Improving Detroit River, Michigan, removing shoals from Detroit to Lake Erie: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the same in accordance with the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and sixty-one thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated: *Provided further*, That the Secretary of War shall cause to be made and reported as early as practicable a survey of

Detroit River,  
Mich.

*Provisos.*  
Contracts.

Survey from  
Detroit to Lake  
Erie.

<sup>a</sup> Empties into St. Clair River.

the Detroit River from Detroit to Lake Erie, with a plan and estimate of the cost of such improvement as will secure a safe and convenient channel twenty-one feet deep between said points, the expense of which shall be paid from the said appropriation for improving Detroit River.

**Black River, Mich.** Improving Black River at Port Huron, Michigan: Continuing improvement, four thousand dollars.

**Kalamazoo River, Mich.** Improving Kalamazoo River, Michigan: Continuing improvement, ten thousand dollars.

**Grand River, Mich.** Improving Grand River, Michigan: Continuing improvement, seventy-five thousand dollars.

**Sebewaing River, Mich.** Improving Sebewaing River, Michigan: Completing improvement, thirty-two thousand dollars.

**Rouge River, Mich.** Improving Rouge River, Michigan: Any amount heretofore appropriated for the construction of a turning basin at Rouge River, Michigan, which is now unexpended, or so much thereof as may be necessary, shall, in the discretion of the Secretary of War, be made available for improving the channel of said river.

**Chippewa River, Wis.** Improving Chippewa River, Wisconsin, including yellow banks: Continuing improvement, ten thousand dollars.

**Fox River, Wis. Distribution.** Improving Fox River, Wisconsin: Continuing improvement, twenty-seven thousand five hundred dollars, of which amount the sum of three thousand dollars, or so much thereof as may be necessary, shall be used to remove bars and snags from and to otherwise improve Wolf River below Shawano, Wisconsin; and two thousand dollars of said sum, or so much thereof as may be necessary, shall be used in the protection of and in further improving the harbor of refuge established and partially constructed on the east shore of Lake Winnebago, Wisconsin, under the provisions of the river and harbor Act, eighteen hundred and ninety-six, and two thousand five hundred dollars of said sum, or so much thereof as may be necessary, shall be used in the construction of a retaining wall on the north side of the canal, at the city of Kaukauna, for the protection of said canal.

**St. Croix River, Wis. and Minn.** Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, nine thousand dollars.

**Menominee River, Mich. and Wis.** Improving Menominee River, Michigan and Wisconsin: According to the second, or dredging, plan, reported November thirtieth, eighteen hundred and ninety-six, eighteen thousand nine hundred and twenty dollars.

**Red River of the North, Minn.** Improving Red River of the North, Minnesota, and its tributaries: Continuing improvement, twenty-five thousand dollars, of which sum ten thousand dollars, or so much thereof as may be necessary, shall be used in improving the navigation of the Red Lake River.

**Red Lake River, Minnesota** Improving Minnesota River, Minnesota: Continuing improvement, one thousand dollars; said sum, or so



much thereof as may be necessary, to be used in removing the bar at or near the mouth of said river.

For removing a sand bar at the mouth of Warroad River, Minnesota, three thousand dollars, or so much thereof as may be necessary. Warroad River, Minn. Vol. 31, p. 587. Post, p. 924.

For making a survey of Red Lake and Red Lake River, Minnesota, with a view to the construction of a dam with locks at the outlet of said lake, for the purpose of improving the navigation of the Red River of the North and said Red Lake River, Minnesota, and estimating the cost of said improvement, five thousand dollars. Red Lake River, Minn.

For making a survey of Otter Tail Lake and Otter Tail River, Minnesota, with a view to the construction of a dam at the outlet of said lake, for the purpose of improving the navigation on the Red River of the North, Minnesota, and estimating the cost of said improvement, three thousand dollars. Otter Tail Lake and River, Minn.

For making a further survey of Big Stone Lake and Lake Traverse, Minnesota and South Dakota, with a view to construct reservoirs therein for the improvement of the navigation of the Minnesota River, and an estimate of the cost of such improvements, five thousand dollars. Big Stone Lake and Lake Traverse, Minn. and S. Dak.

Improving Wabash River, Indiana and Illinois, above Vincennes: Completing improvement, four thousand dollars. Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.

Improving Calumet River, Illinois: Continuing improvement, sixty thousand dollars: *Provided*, That the expenditure of said money shall be made upon said river from the mouth thereof to the forks in said river. Calumet River, Ill. Provision. Location of improvement.

Improving Illinois River, Illinois: Continuing improvement, one hundred thousand dollars. Illinois River, Ill.

Illinois River and Des Plaines River, Illinois: The Secretary of War is directed to appoint a board of three engineers, which board shall make a survey and estimates of cost for the improvement of the Upper Illinois River and Lower Des Plaines River, in Illinois, with a view to the extension of navigation from the Illinois River to Lake Michigan at or near Chicago; said board of engineers shall report the estimates of cost for a channel seven feet deep, and also for a channel eight feet deep, throughout said proposed route; said survey and estimates of cost shall be made in pursuance of and according to the recommendations in report of January twenty-seventh, eighteen hundred and ninety-seven, and there is hereby appropriated for the expenses of said board and such survey the sum of thirty thousand dollars, or so much thereof as may be necessary. Illinois and Des Plaines rivers, Ill. Board to survey, etc. Vol. 31, p. 580. Post, p. 914.

Reservoirs at the headwaters of the Mississippi River: Continuing improvement, two hundred and ten thousand dollars. Mississippi River. Reservoirs at headwaters.

Renewal and repair, etc.

*Provisos.*  
Surveys of flowage lines directed, Winnibigoshish, etc., reservoirs, etc.

Floods, Sandy Lake, etc.

Failure of embankment, Pine River reservoir.

Work under Mississippi River Commission.  
New Orleans, La.

Natchez and Vidalia, Miss. and La.

Memphis, Tenn.

Red and Atchafalaya rivers, La.

Improvement between St. Paul and Minneapolis, etc.

*Proviso.*  
Contracts.

Missouri River Commission.

dollars. The funds herein appropriated, and the unexpended balance of former appropriations for this work, shall be expended for the necessary renewal and repair of the reservoirs that have already been completed, and for the purchase of the lands, or easements therein, which are necessarily subject to overflow by reason of the legitimate operation of the said completed reservoirs: *Provided*, That so much of said funds as may be required may, in the discretion of the Secretary of War, be expended in making full and accurate surveys of the flowage lines of Winnibigoshish, Leech Lake, Pokegama Falls,\* and Pine River reservoirs, and in permanently marking such lines on the ground; also in making a survey and investigation to determine the causes of, and the means of preventing, the excessive floods on the river between the Government dam at Sandy Lake and Brainerd, Minnesota, and the effect thereof on the interests of navigation: *Provided further*, That of said funds a sum of not exceeding two thousand five hundred dollars may be used, and is hereby made available, for the payment of damages, if any, to lands and tenements caused by the failure of the natural embankment of the Pine River reservoir on June seventeenth, eighteen hundred and ninety-six.

For work in accordance with the plans and specifications of the Mississippi River Commission:

At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana, fifty thousand dollars.

At the harbor of Memphis, Tennessee: The Mississippi River Commission is directed to examine the harbor at Memphis, Tennessee, and report what improvement, if any, should be made to remove the bar in front of the city of Memphis, together with the cost thereof.

For rectification of Red and Atchafalaya rivers, Louisiana: Continuing improvement, twenty-five thousand dollars.

Improving the Mississippi River, between the Chicago, Saint Paul, Minneapolis and Omaha Railroad Bridge at Saint Paul, and the Washington Avenue Bridge at Minneapolis: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, or said material may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and fifteen thousand five hundred and seventy-nine dollars and thirty-three cents, exclusive of the amount herein and heretofore appropriated.

For improving the Missouri River from its mouth to Sioux City, Iowa, according to plans and specifications

of the Missouri River Commission, one hundred thousand dollars: *Provided*, That of this amount the following sums, or so much thereof as may be necessary, in the discretion of the Secretary of War, shall be expended for continuing improvements at the following places, namely: For work at the mouth of Kaw River, in Missouri, five thousand dollars; for work on the right bank above the mouth of Little Blue River, in Missouri, five thousand dollars; for work above Glasgow, Missouri, ten thousand dollars; for work near Huntsdale, Missouri, ten thousand dollars; for local works above Kansas City, Missouri, not yet completed, twenty thousand dollars; for repairs on works and contingencies, fifteen thousand dollars: *Provided, also*, That of the said amount of one hundred thousand dollars the sum of thirty-five thousand may be expended in operating snag-boats on the Missouri River between Sioux City and its mouth, in removing snags, wrecks, and other obstructions.

*Provisos.*  
Distribution.

Snag boats,  
etc.

To repair the south bank of the Missouri River at the town of Judith, Montana, five thousand dollars.

Judith, Mont.

To repair the levee at the town of Fort Benton, Montana, and confine the river within its present limits, five thousand dollars.

Fort Benton,  
Mont.

Improving Gasconade River, Missouri: Continuing improvement, fifteen thousand dollars.

Gasconade  
River, Mo.

Improving Osage River, Missouri, by the construction of a lock and dam in accordance with the plan and estimate submitted by the Missouri River Commission in their report of July twelfth, eighteen hundred and ninety-eight, and printed in Volume Six of the Report of the Chief of Engineers for the year eighteen hundred and ninety-eight, twenty-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such work and materials as may be necessary for the completion of such lock and dam, or the materials may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and forty-six thousand dollars, exclusive of the amount herein and heretofore appropriated.

Osage River,  
Mo.

*Proviso.*  
Contracts.

Improving Missouri River: For the removal of obstructions in the Missouri River above Sioux City, Iowa, fifty thousand dollars.

Improving  
Missouri River  
above Sioux  
City, Iowa.  
Vol. '31, p.  
629.

Improving Missouri River: Continuing improvement, above Sioux City, to and including Bismark [*sic*], one hundred and seventy thousand dollars, to be expended in the discretion of the Secretary of War.

*Post*, p. 931.

For the improvement of the Missouri River on the Nebraska side opposite Sioux City, Iowa, and from the lower limits thereof to a point opposite Elkpoin in South Dakota, the sum of twenty-five thousand dollars, to be expended under the direction of the Secretary of War.

Sacramento  
River, Cal.

*Proviso.*  
Contracts.

Acceptance  
from California  
of dredger au-  
thorized.

*Proviso.*  
No payment.

Restraining  
of mining dé-  
bris, California.  
Vol. 30, p.  
631.  
*Ante*, p. 829.

Agreement  
that contractor  
shall look  
solely to State  
for half ex-  
penses to ap-  
ply to future  
provisions.

Work done by  
hired labor  
funds suffi-  
cient, etc.

San Joaquin  
River, Cal.

Improving Sacramento River, California, from the city of Sacramento to the mouth: Continuing improvement, thirty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the revised project printed in House Document Number One hundred and eighty-six, Fifty-fifth Congress, second session, and House Document Number Forty-eight, Fifty-fifth Congress, third session, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of two hundred and fifty thousand dollars, exclusive of amount herein and heretofore appropriated. The Secretary of War is hereby authorized to accept from the State of California the use of any dredger, or appliances owned or controlled by said State, conformably to any offer thereof by the said State; and the Secretary of War is hereby authorized to use any such dredger or appliances in any river or harbor improvement that may be prosecuted therein by the United States, either on the part of the United States alone or conjointly with said State: *Provided*, That nothing shall be paid to the State of California for the use of said dredger, and that nothing herein contained shall create any liability against the United States.

That the provisions of an Act of Congress, entitled "An Act making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-nine, and for other purposes," approved July first, eighteen hundred and ninety-eight, authorizing the Secretary of War, in expending certain specified appropriations in the preparation for and construction of certain works for the restraining or impounding of mining debris in the State of California, to enter into a contract or contracts wherein the contractor or contractors shall look solely to that State for one-half of such expense, and that the United States shall in no wise be liable for said one-half, are hereby extended to any appropriations, when made, that may hereafter be made for said purposes.

That the Secretary of War, in carrying out the provisions of any Act of Congress providing for the restraining or impounding of mining debris in California, may, in his discretion, when in his judgment the aggregate of appropriations already made by said State and Congress and available therefor are sufficient to complete the same, undertake the works necessary thereto by hired labor and by purchase of supplies and materials therefor, and may accept payments on account thereof as the work progresses under and according to the provisions of the acts of the legislature of said State for such purposes.

Improving San Joaquin River, California: Continuing improvement, twenty thousand dollars, to be expended in dredging, making cut-offs, or otherwise improving said

river, and Stockton and Mormon Channels to the heads of navigation.

Improving Petaluma Creek, California: Continuing improvement, four thousand dollars.

Petaluma  
Creek, Cal.

Improving Upper Columbia and Snake rivers, Oregon and Washington: Continuing improvement, seven thousand five hundred dollars.

Upper Colum-  
bia and Snake  
rivers, Oreg.  
and Wash.

Improvement of Coos River, Oregon: Completing improvement, three thousand dollars.

Coos River,  
Oreg.

Canal at Cascades, Columbia River, Oregon: Continuing improvement, seventy-five thousand dollars.

Columbia  
River, Oreg.,  
canal at Cas-  
cades.

Improving Long Tom River, Oregon: The sum of three thousand dollars, or so much thereof as may be necessary to be expended in the discretion of the Secretary of War, is hereby transferred from the balance remaining to the credit of the appropriation made June fourth, eighteen hundred and ninety-seven, Sundry Civil Act, for the improvement of the Willamette River above Portland.

Long Tom  
River, Oreg.  
Vol. 30, p. 47.  
Ante, p. 814.

Transfer of  
appropriation  
for Willamette  
River, above  
Portland.

Improving Lower Willamette River in front of and below Portland, Oregon, and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, one hundred and fifty thousand dollars.

Lower Willa-  
mette River,  
Oreg., Colum-  
bia River, Oreg.  
and Wash.

Improving Coquille River, below Coquille City, Oregon: Continuing improvement, forty thousand dollars.

Coquille  
River, Oreg.

Improving Clatskanie River, Oregon: To complete improvement recommended in report printed in House Document Number Two hundred and eighteen, Fifty-fifth Congress, second session, thirteen thousand dollars.

Clatskanie  
River, Oreg.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars.

Columbia  
River.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, nine thousand dollars.

Upper Co-  
quille River,  
Oreg.

Improving Columbia River below Tongue Point by way of the South Channel in front of Astoria, Oregon, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five: Completing improvement, seventy-one thousand dollars.

Columbia  
River below  
Tongue Point.

For improving Clearwater River, Idaho: Completing improvement, ten thousand dollars.

Clearwater  
River, Idaho.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Cowlitz River,  
Wash.

For the improvement of the Lewis River, Washington, from its mouth to Lacenter, according to the plan submitted by the Chief of Engineers in his annual report for the year eighteen hundred and ninety-seven, ten thousand dollars.

Lewis River,  
Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement in accordance with approved projects, twenty thousand dollars.

Puget Sound,  
Wash.

Chehalis River,  
Wash.

Improving Chehalis River, Washington: For snagging, three thousand dollars.

Pend Oreille  
River, Wash.

For the improvement of the Pend Oreille River, Washington, from Albany Falls to the town of Metalline, Washington, in accordance with approved plans, ten thousand dollars.

Swinomish  
Slough, Wash.

Improving Swinomish Slough, Washington: Continuing improvement, twenty thousand dollars.

Willapa River,  
etc., Wash.

Improving Willapa River and Harbor, Washington: Continuing improvement in accordance with approved project, five thousand dollars: *Provided*, That in the discretion of the Secretary of War so much of this amount as may be necessary shall be expended for more thoroughly clearing a channel through the North River jam.

*Proviso.*

Channel  
through North  
River jam.

Okanagan  
River, Wash.

Improving Okanagon River, Washington: Continuing improvement in accordance with project printed in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-eight, fifteen thousand dollars.

Depth of water  
in tidal waters  
defined.

The depth of water in tidal waters, whenever referred to in this Act, shall be understood to mean the depth at mean low water unless otherwise expressed.

Appropriations  
available for repairs  
as well as improvement.

Appropriations made for the respective works herein named, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used for the repair and restoration of said works whenever from any cause they have become seriously impaired, as well as for the further improvement of said works.

Preliminary  
examinations,  
surveys, etc.

SEC. 2. For preliminary examinations, surveys (except where otherwise herein especially provided for), contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, two hundred thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this or some prior Act or resolution shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate for the same fiscal year shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

*Provisos.*

Restricted to  
designated  
works.

Reports, etc.

Isthmus of  
Panama.

Investigation  
of, for construction  
of canal.

SEC. 3. That the President of the United States of America be and he is hereby authorized and empowered to make full and complete investigation of the Isthmus of Panama with a view to the construction of a canal by the United States across the same to connect the Atlantic and

Pacific oceans; That the President is authorized to make investigations of any and all practicable routes for a canal across said Isthmus of Panama, and particularly to investigate the two routes known respectively as the Nicaraguan route and the Panama route, with a view to determining the most practicable and feasible route for such canal together with the proximate and probable cost of constructing a canal at each of two or more of said routes: And the President is further authorized to investigate and ascertain what rights, privileges and franchises if any may be held and owned by any corporations, associations or individuals, and what work, if any, has been done by such corporations, associations or individuals in the construction of a canal at either or any of said routes, and particularly at the so-called Nicaraguan and Panama routes respectively; and likewise to ascertain the cost of purchasing all of the rights, privileges and franchises held and owned by any such corporations, associations and individuals in any and all of such routes, particularly the said Nicaraguan route and the said Panama route; and likewise to ascertain the probable or proximate cost of constructing a suitable harbor at each of the termini of said canal, with the probable annual cost of maintenance of said harbors respectively. And generally the President is authorized to make such full and complete investigation as to determine the most feasible and practicable route across said Isthmus for a canal, together with the cost of constructing the same and placing the same under the control, management and ownership of the United States.

Nicaraguan  
and Panama  
routes.

Existing  
franchises.

—cost of pur-  
chasing.

Cost of har-  
bors at terminl.

SEC. 4. To enable the President to make the investigations and ascertainments herein provided for, he is hereby authorized to employ in said service any of the engineers of the United States army at his discretion, and, likewise to employ any engineers in civil life, at his discretion, and any other persons necessary to make such investigation, and to fix the compensation of any and all of such engineers and other persons.

Engineers.

SEC. 5. For the purpose of defraying the expenses necessary to be incurred in making the investigations herein provided for, there is hereby appropriated out of any money in the Treasury not otherwise appropriated, the sum of one million dollars, or so much thereof as may be necessary, to be disbursed by order of the President.

Appropriation for ex-  
penses.

SEC. 6. That the President is hereby requested to report to Congress the results of such investigations, together with his recommendations in the premises.

Report.

SEC. 7. That the Secretary of War shall cause the Chief of Engineers of the United States Army, in submitting his annual reports to Congress with regard to works of river and harbor improvement under his charge, to state what deterioration, if any, has taken place by destruction, decay, obstructions, or otherwise, in connection with any

Report of  
Chief of En-  
gineers to show  
deterioration  
in works, etc.

of such works, together with an estimate of the cost of rebuilding, or repairing such works, or removing such obstructions; and he shall also cause the said Chief of Engineers to recommend, with his reasons therefor, the discontinuance of appropriations for any river and harbor work which he may deem unworthy of further improvement.

Report of Government piers, etc., occupied by private corporations.

SEC. 8. That the Secretary of War is directed to cause to be prepared and reported to Congress a list of all piers, wharves, and other structures or property pertaining to river and harbor works belonging to the Government of the United States now occupied by private corporations or persons, together with the terms upon which such piers, wharves, or other property are occupied, and the date of the agreement or permission granting the privilege to occupy the same, and shall make such recommendations as he may deem desirable in connection therewith<sup>[a]</sup>.

Congress to authorize construction of bridges over navigable waters.

—approval of plans.

Vol. 26, p. 454; vol. 27, p. 110; vol. 32, p. 374.

*Ante*, pp. 582, 642; *post*, p. 1009.

Provisos. Legislatures to authorize on waters wholly within State.

Deviation from plans.

No obstruction to navigation not authorized. Works outside harbor lines forbidden.

Vols. 25, p. 423; 26, p. 454; 27, p. 110. *Ante*, pp. 515, 583, 642.

SEC. 9. That it shall not be lawful to construct or commence the construction of any bridge, dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of War: *Provided*, That such structures may be built under authority of the legislature of a State across rivers and other waterways the navigable portions of which lie wholly within the limits of a single State, provided the location and plans thereof are submitted to and approved by the Chief of Engineers and by the Secretary of War before construction is commenced: *And provided further*, That when plans for any bridge or other structure have been approved by the Chief of Engineers and by the Secretary of War, it shall not be lawful to deviate from such plans either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War<sup>[b]</sup>.

SEC. 10. That the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or

<sup>a</sup> The report giving the information thus called for is printed as House Document No. 72, Fifty-sixth Congress, first session. Section 14 of this act provides for all questions arising in connection with use, occupancy, or injury of such structures by private parties.

<sup>b</sup> Section 10 of the river and harbor act approved June 13, 1902, makes the provisions of the above section applicable alike to the completed and uncompleted portions of the Illinois and Mississippi Canal.



other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same.

Excavations, alterations, etc., in channels only where authorized.

SEC. 11. That where it is made manifest to the Secretary of War that the establishment of harbor lines is essential to the preservation and protection of harbors he may, and is hereby, authorized to cause such lines to be established, beyond which no piers, wharves, bulkheads, or other works shall be extended or deposits made, except under such regulations as may be prescribed from time to time by him: *Provided*, That whenever the Secretary of War grants to any person or persons permission to extend piers, wharves, bulkheads, or other works, or to make deposits in any tidal harbor or river of the United States beyond any harbor lines established under authority of the United States, he shall cause to be ascertained the amount of tide water displaced by any such structure or by any such deposits, and he shall, if he deem it necessary, require the parties to whom the permission is given to make compensation for such displacement either by excavating in some part of the harbor, including tide-water channels between high and low water mark, to such an extent as to create a basin for as much tide water as may be displaced by such structure or by such deposits, or in any other mode that may be satisfactory to him.

Establishment of harbor lines. Vol. 24, p. 329; vol. 25, p. 425; vol. 26, p. 455. *Ante*, pp. 462, 518, 584.

*Proviso.* Compensation for tide water displaced.

SEC. 12. That every person and every corporation that shall violate any of the provisions of sections nine, ten, and eleven of this Act, or any rule or regulation made by the Secretary of War in pursuance of the provisions of the said section fourteen [a], shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding twenty-five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court. And further, the removal of any structures or parts of structures erected in violation of the provisions of the said sections may be enforced by the injunction of any circuit court exercising jurisdiction in any district in which such structures may exist, and proper proceedings to this end may be instituted under the direction of the Attorney-General of the United States.

Penalties; removal of structures. Vol. 26, p. 454. *Ante*, p. 583. Vol. 31, p. 32. *Post*, p. 906.

<sup>a</sup> Act approved February 20, 1900, amends this section by striking out the word "fourteen" and inserting in lieu thereof the word "eleven."

Depositing  
refuse in nav-  
igable waters  
forbidden.

Vol. 26, p.  
453; vol. 28,  
p. 363.  
*Ante*, pp. 581,  
712.

*Provisos.*  
—not applica-  
ble to public  
works.

—permits for  
depositing in  
defined limits.

Using, etc.,  
wharves, lev-  
ees, etc., for-  
bidden.

Vol. 26, p.  
454; vol. 28,  
p. 363.  
*Ante*, pp. 583,  
712.

*Proviso.*  
—permits for  
temporary use.

SEC. 13. That it shall not be lawful to throw, discharge, or deposit, or cause, suffer, or procure to be thrown, discharged, or deposited either from or out of any ship, barge, or other floating craft of any kind, or from the shore, wharf, manufacturing establishment, or mill of any kind, any refuse matter of any kind or description whatever other than that flowing from streets and sewers and passing therefrom in a liquid state, into any navigable water of the United States, or into any tributary of any navigable water from which the same shall float or be washed into such navigable water; and it shall not be lawful to deposit, or cause, suffer, or procure to be deposited material of any kind in any place on the bank of any navigable water, or on the bank of any tributary of any navigable water, where the same shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed: *Provided*, That nothing herein contained shall extend to, apply to, or prohibit the operations in connection with the improvement of navigable waters or construction of public works, considered necessary and proper by the United States officers supervising such improvement or public work: *And provided further*, That the Secretary of War, whenever in the judgment of the Chief of Engineers anchorage and navigation will not be injured thereby, may permit the deposit of any material above mentioned in navigable waters, within limits to be defined and under conditions to be prescribed by him, provided application is made to him prior to depositing such material; and whenever any permit is so granted the conditions thereof shall be strictly complied with, and any violation thereof shall be unlawful.

SEC. 14. That it shall not be lawful for any person or persons to take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any sea wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States, or any piece of plant, floating or otherwise, used in the construction of such work under the control of the United States, in whole or in part, for the preservation and improvement of any of its navigable waters or to prevent floods, or as boundary marks, tide gauges, surveying stations, buoys, or other established marks, nor remove for ballast or other purposes any stone or other material composing such works: *Provided*, That the Secretary of War may, on the recommendation of the Chief of Engineers, grant permission for the temporary occupation or use of any of the aforementioned public works when in his judgment such occupation or use will not be injurious to the public interest.

SEC. 15. That it shall not be lawful to tie up or anchor <sup>Obstructions by anchoring vessels.</sup> vessels or other craft in navigable channels in such a manner as to prevent or obstruct the passage of other vessels or craft; or to voluntarily or carelessly sink, — <sup>sunken vessels, timber, etc.</sup> or permit or cause to be sunk, vessels or other craft in navigable channels; or to float loose timber and logs, or to float what is known as sack rafts of timber and logs in streams or channels actually navigated by steamboats in such manner as to obstruct, impede, or endanger navigation<sup>[a]</sup>. And whenever a vessel, raft, or other craft is wrecked and sunk in a navigable channel, accidentally or otherwise, it shall be the duty of the owner of such sunken craft to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken craft is removed or abandoned, and the neglect or failure of the said owner so to do shall be unlawful; and it shall be the duty of the owner of such sunken craft to commence the immediate removal of the same, and prosecute such removal diligently, and failure to do so shall be considered as an abandonment of such craft, and subject the same to removal by the United States as hereinafter provided for.

Vol. 31, p. 172.  
*Post*, p. 908.  
 — duties of owner of sunken vessel.

SEC. 16. That every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of sections thirteen, fourteen, and fifteen of this Act shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding twenty-five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction. And any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who shall knowingly engage in towing any scow, boat, or vessel loaded with any material specified in section thirteen of this Act to any point or place of deposit or discharge in any harbor or navigable water, elsewhere than within the limits defined and permitted by the Secretary of War, or who shall willfully injure or destroy any work of the United States contemplated in section fourteen of this Act, or who shall willfully obstruct the channel of any waterway in the manner contemplated in section fifteen of this Act, shall be deemed guilty of a violation of this Act, and shall upon conviction be punished as hereinbefore provided in this section, and shall also have his license revoked or suspended for a term to be fixed by the

Penalties.

<sup>a</sup> Act approved May 9, 1900, amends this section by authorizing the Secretary of War to make regulations governing the running of loose logs, steamboats, and rafts on certain streams.

judge before whom tried and convicted. And any boat, vessel, scow, raft, or other craft used or employed in violating any of the provisions of sections thirteen, fourteen, and fifteen of this Act shall be liable for the pecuniary penalties specified in this section, and in addition thereto for the amount of the damages done by said boat, vessel, scow, raft, or other craft, which latter sum shall be placed to the credit of the appropriation for the improvement of the harbor or waterway in which the damage occurred, and said boat, vessel, scow, raft, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof.

Legal proceedings, by whom conducted, etc.

Vol. 26, p. 455.

*Ante*, p. 534.

Power to arrest granted certain officials.

*Provisos.*  
—offense to be committed in presence of,

—examination of prisoner.

Obstruction to navigation by bridges.

Vols 23, p. 148; 25, pp. 424, 425; 26, p. 453.

*Ante*, pp. 417, 517, 580.

SEC. 17. That the Department of Justice shall conduct the legal proceedings necessary to enforce the foregoing provisions of sections nine to sixteen, inclusive, of this Act; and it shall be the duty of district attorneys of the United States to vigorously prosecute all offenders against the same whenever requested to do so by the Secretary of War or by any of the officials hereinafter designated, and it shall furthermore be the duty of said district attorneys to report to the Attorney-General of the United States the action taken by him against offenders so reported, and a transcript of such reports shall be transmitted to the Secretary of War by the Attorney-General; and for the better enforcement of the said provisions and to facilitate the detection and bringing to punishment of such offenders, the officers and agents of the United States in charge of river and harbor improvements, and the assistant engineers and inspectors employed under them by authority of the Secretary of War, and the United States collectors of customs and other revenue officers, shall have power and authority to swear out process and to arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by the aforesaid sections of this Act, or who may violate any of the provisions of the same: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of some one of the aforesaid officials: *And provided further*, That whenever any arrest is made under the provisions of this Act, the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

SEC. 18. That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed, over any of the navigable waterways of the United States is an unreasonable obstruction to the free navigation of

such waters on account of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw opening or the draw span of such bridge by rafts, steamboats, or other water craft, it shall be the duty of the said Secretary, first giving the parties reasonable opportunity to be heard, to give notice to the persons or corporations owning or controlling such bridge so to alter the same as to render navigation through or under it reasonably free, easy, and unobstructed; and in giving such notice he shall specify the changes recommended by the Chief of Engineers that are required to be made, and shall prescribe in each case a reasonable time in which to make them. If at the end of such time the alteration has not been made, the Secretary of War shall forthwith notify the United States district attorney for the district in which such bridge is situated, to the end that the criminal proceedings hereinafter mentioned may be taken. If the persons, corporation, or association owning or controlling any railroad or other bridge shall, after receiving notice to that effect, as hereinbefore required, from the Secretary of War, and within the time prescribed by him willfully fail or refuse to remove the same or to comply with the lawful order of the Secretary of War in the premises, such persons, corporation, or association shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, and every month such persons, corporation, or association shall remain in default in respect to the removal or alteration of such bridge shall be deemed a new offense, and subject the persons, corporation, or association so offending to the penalties above prescribed: *Provided*, That in any case arising under the provisions of this section an appeal or writ of error may be taken from the district courts or from the existing circuit courts direct to the Supreme Court either by the United States or by the defendants.

—notice to alter.

—penalty.

*Proviso.*  
—appeal.

SEC. 19. That whenever the navigation of any river, lake, harbor, sound, bay, canal, or other navigable waters of the United States shall be obstructed or endangered by any sunken vessel, boat, water craft, raft, or other similar obstruction, and such obstruction has existed for a longer period than thirty days, or whenever the abandonment of such obstruction can be legally established in a less space of time, the sunken vessel, boat, water craft, raft, or other obstruction shall be subject to be broken up, removed, sold, or otherwise disposed of by the Secretary of War at his discretion, without liability for any damage to the owners of the same: *Provided*, That in his discretion, the Secretary of War may cause reasonable notice of such obstruction of not less than thirty days, unless the legal abandonment of the obstruction can be established in a less time, to be given by publication, addressed "To whom it may concern," in a newspaper published nearest to the

Removal of  
obstructions to  
navigation.  
Vol. 21, p.  
197; vol. 22, p.  
208; vol. 26, p.  
454.  
*Ante*, pp. 330,  
383, 583.

*Provisos.*  
—notice.

- locality of the obstruction, requiring the removal thereof:
- proposals to remove. *And provided also*, That the Secretary of War may, in his discretion, at or after the time of giving such notice, cause sealed proposals to be solicited by public advertisement, giving reasonable notice of not less than ten days, for the removal of such obstruction as soon as possible after the expiration of the above specified thirty days' notice, in case it has not in the meantime been so removed, these proposals and contracts, at his discretion, to be conditioned that such vessel, boat, water craft, raft, or other obstruction, and all cargo and property contained therein, shall become the property of the contractor, and the contract shall be awarded to the bidder making the proposition most advantageous to the United States: *Provided*, That such bidder shall give satisfactory security to execute the work: *Provided further*, That any money received from the sale of any such wreck, or from any contractor for the removal of wrecks, under this paragraph shall be covered into the Treasury of the United States.
- bond of bidder. Disposition of funds from sale of wrecks. *Sec. 20.* That under emergency, in the case of any vessel, boat, water craft, or raft, or other similar obstruction, sinking or grounding, or being unnecessarily delayed in any Government canal or lock, or in any navigable waters mentioned in section nineteen, in such manner as to stop, seriously interfere with, or specially endanger navigation, in the opinion of the Secretary of War, or any agent of the United States to whom the Secretary may delegate proper authority, the Secretary of War or any such agent shall have the right to take immediate possession of such boat, vessel, or other water craft, or raft, so far as to remove or to destroy it and to clear immediately the canal, lock, or navigable waters aforesaid of the obstruction thereby caused, using his best judgment to prevent any unnecessary injury; and no one shall interfere with or prevent such removal or destruction: *Provided*, That the officer or agent charged with the removal or destruction of an obstruction under this section may in his discretion give notice in writing to the owners of any such obstruction requiring them to remove it: *And provided further*, That the expense of removing any such obstruction as aforesaid shall be a charge against such craft and cargo; and if the owners thereof fail or refuse to reimburse the United States for such expense within thirty days after notification, then the officer or agent aforesaid may sell the craft or cargo, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale shall be covered into the Treasury of the United States.
- Vessels grounding, etc. *Appropriation.* Such sum of money as may be necessary to execute this section and the preceding section of this Act is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be paid out on the requisition of the Secretary of War.
- destruction, etc., of. *Provisos.*
- notice.
- expense of removal.
- reimbursement.

That all laws or parts of laws inconsistent with the foregoing sections ten [<sup>a</sup>] to twenty, inclusive, of this Act are hereby repealed: *Provided*, That no action begun, or right of action accrued, prior to the passage of this Act shall be affected by this repeal.

SEC. 21. Whenever in this Act the amount provided for the completion of any project under continuing contract is less than the cost as estimated by the engineers, proposals for bids shall be invited without further action by Congress.

SEC. 22. That the Secretary of War is hereby directed to cause preliminary examinations or surveys to be made at the localities named in this section as hereinafter provided. In all cases a preliminary examination shall first be made, which shall embrace information concerning the commercial importance, present and prospective, of the river or harbor mentioned, and a report as to the advisability of its improvement. Whenever such preliminary examination has been made, in case such improvement is not deemed advisable, no further action shall be taken thereon without the direction of Congress; but in case the report has been or shall be to the effect that such river or harbor is worthy of improvement, the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improving such river or harbor to be estimated and to be reported to Congress, to wit:

Repeal.  
*Proviso.*  
—prior actions  
excepted.  
Vols. 25, p.  
200; 28, p.  
360; 31, pp. 31  
and 32; 32, p.  
375. *Ante*, pp.  
481, 709; *post*,  
pp. 906, 1010.  
Appropriation  
for completion  
of project less  
than estimated  
cost; bids.

Preliminary  
examinations  
and surveys di-  
rected.

Scope of pre-  
liminary exam-  
ination, etc.

#### CALIFORNIA.

California.

Inner Harbor, San Pedro.

Napa River.

Sonoma Creek.

Suisun Creek.

Crescent Bay.

Channel between the straits of Carquinez [Karquines] and the Golden Gate, off Point Pinole, Point Wilson, and Lone Tree Point, with a view to obtaining a channel three hundred feet in width, of a depth of thirty feet [<sup>b</sup>].

Harbor of South San Francisco, San Mateo County.

#### CONNECTICUT.

Connecticut.

Milford Harbor.

<sup>a</sup> Act approved February 20, 1900, amends this paragraph by striking out the word "ten" and inserting in lieu thereof the word "nine." Section 12 of the river and harbor act approved June 13, 1902, further amends this paragraph by providing that nothing contained in the foregoing sections 9 to 19, inclusive, shall be construed as repealing, modifying, or in any manner affecting the provisions of act approved June 29, 1888, for prevention of obstructive and injurious deposits in New York Harbor, as amended by section 3 of the river and harbor act of August 18, 1894.

<sup>b</sup> This item has reference to certain shoals in San Pablo Bay, which is really the northern part of San Francisco Bay.

## Delaware.

## DELAWARE.

Saint Jones River, Delaware, from its mouth to the highest point of feasible navigation.

## Florida.

## FLORIDA.

East Pass, at the entrance of Carrabelle Harbor, Florida, with a view to obtaining a channel depth of twenty-two feet at mean low water.

Ocklockonnee River.

Bay at Hudson, Pasco County.

Inside passage through Sarasota Bay to Lemon Bay.

Boca Grande and Charlotte Harbor, with a view to obtaining a depth of twenty-four feet of water over the bar at the entrance of the harbor and eighteen feet thence up to Punta Gorda.

Kissimmee River and connecting lakes and canals flowing into Lake Okechobee [<sup>a</sup>], thence down the Caloosahatchee River to the Gulf of Mexico, with a view to improving the navigation of the channels therein.

Punta Rassa: Inside passage [<sup>b</sup>] to Charlotte Harbor.

Orange River: To its confluence with Caloosahatchee and thence to Gulf of Mexico.

Crystal River: From the town of Crystal River to its entrance in the Gulf of Mexico.

## Georgia.

## GEORGIA.

Brunswick, Georgia: Inner harbor, with a view of determining what improvement thereof is desirable in the interest of commerce and the cost thereof.

## Illinois.

## ILLINOIS.

Survey of Ohio River from Mound City, Illinois, to Cairo, Illinois: With a view to ascertain what improvement, if any, is desirable with a view to the protection of the banks and levees on the Illinois side.

Survey with a view to ascertain what, if anything, should be done to stop the caving of the banks of the Ohio River, at or near New Liberty, in Pope County, Illinois, and to prevent said river from cutting into a slough and chain of lakes at said point, together with the cost thereof.

Waukegan Harbor, with a view to obtaining a channel three hundred feet wide and twenty feet deep.

Survey and estimate of cost for the improvement of the channel and to prevent the cutting and caving of the

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<sup>a</sup> The survey and report under this item included also Istokpoga Creek, which empties into Kissimmee River about 10½ miles north of Fort Bassinger.

<sup>b</sup> Known as Pine Island Sound.



bank of the Mississippi River on the Illinois side thereof, at or near Wagners Landing, in Jackson County, below Rockwood, Illinois.

Improving Chicago River, in Illinois: Survey and estimate of cost for a channel twenty-one feet deep from its mouth to the stock yards on the South Branch, and to Belmont avenue, on the North Branch, so far as may be permitted by existing docks and wharves, exclusive of cost of removing or constructing bridges or piers or lowering tunnels; and the aforesaid depth of twenty-one feet is hereby adopted as the project depth for the improvement in lieu of that fixed by the Act of June third, eighteen hundred and ninety-six: *Provided*, That all the work of removing and reconstructing bridges and piers and lowering tunnels necessary to permit a practicable channel with said depth to be obtained shall be done, or caused to be done, by the city of Chicago without expense to the United States.

Survey of the Mississippi River at or near Beach Ridge, Illinois: With a view to ascertain whether there is danger of said river breaking through into Cache River, and whether it is desirable to make further specific appropriations to protect the bank of the Mississippi River at said place; and, if so, the cost thereof.

Survey of the Mississippi River between Station Eighteen hundred and forty, as established by Government survey reported in Executive House Document Number One hundred and eleven, third session Fifty-third Congress, and the railroad embankment at the railroad bridge crossing in front of Quincy, Illinois, with a view to preventing the filling up of Quincy Bay by sediment carried by the river in times of high water.

## IOWA.

Iowa.

Bellevue, Iowa: Survey with a view to ascertain whether it is desirable to construct a dam across what is known as Crooked Slough, opposite Bellevue, Iowa, on the Illinois shore of the Mississippi River, at a point in section nine, township twenty-six north, of range one east, and where the wagon road leading from Galena and Hanover, Illinois, to Bellevue, Iowa, intersects and crosses said slough.

## KENTUCKY.

Kentucky.

Green River, Kentucky: From Mammoth Cave, Kentucky, to Greensburg, Kentucky.

## LOUISIANA.

Louisiana.

Survey of Atchafalaya Bay from the mouth of Atchafalaya River to deep water in the Gulf of Mexico, twelve feet deep at mean low water and two hundred feet wide, with an estimate of the cost of said improvement.

## Maine.

## MAINE.

Boothbay Harbor.

Camden Harbor.

Penobscot River, at and near Bucksport Narrows.

Parkers Head Harbor and Channel, Kennebec River.

Bucksport Harbor.

Kennebec River between Gardiner Bridge and Augusta Dam, with a view to securing a channel equal in capacity to that below said bridge.

Kenduskeag River at its mouth, with a view to securing a channel two feet deep at extreme low tide for the entire width of the river.

## Maryland.

## MARYLAND.

Claibourne Harbor.

Queenstown Harbor.

Patuxent River, at Bristol Bar.

Brettons Bay, on the Potomac River.

Elk River.

Tyaskin [Wetipquin] Creek.

Rockhall Harbor, with a view to obtaining a channel through Swan Point Bar one hundred and fifty feet wide and twelve feet deep and a channel in the inner harbor of the same width and depth; also for a channel one hundred and ninety feet wide and twelve feet deep across the bar.

## Massachusetts.

## MASSACHUSETTS.

New Bedford Harbor: To remove the bar between the present channel and the northerly terminus of the proposed channel on the northerly side of the New Bedford and Fairhaven Bridge, and also of removing the bar in the channel of New Bedford Harbor about eight hundred feet southerly from Fish Island.

Vineyard Haven: With a view to its further protection and improvement as a harbor of refuge by a breakwater or otherwise.

Sandy Bay: Resurvey and estimate of cost at breakwater [<sup>a</sup>].

Winthrop Harbor: To provide channels of a width of seventy-five and one hundred feet, respectively, and a depth of twelve feet and fifteen feet, respectively.

Channel of Assonet River.

Piers and breakwater at Rockport.

Beverly Harbor.

Cottage City.

Westport Point Harbor.

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<sup>a</sup> The information called for by this item, which relates to the harbor of refuge of the first class, is contained in the report of the Board created under the provisions of section 1 of this act to examine the project for improvement and estimate the cost of completion.

Sandwich Harbor.

Bass River Harbor.

Cohasset Harbor, with a view to deepening the same and its channel.

Cotuit Harbor.

Harbor at Hyannis.

#### MICHIGAN.

Michigan.

Arcadia: To obtain a channel one hundred and fifty feet wide and fourteen feet deep.

Muskegon River, from the head of Muskegon Lake to Newaygo: To obtain a depth of five feet of water.

Channel from Lake Michigan to Stoney Lake, Oceana County.

Cheboygan Harbor: To obtain a depth of eighteen feet from the entrance of said harbor to the first bridge.

Mackinac Harbor: For the protection of the harbor by breakwaters.

Copper Harbor: To obtain a depth of eighteen feet.

#### MINNESOTA.

Minnesota.

Lake Superior and Mississippi River: The report upon the examination and survey for the location of a canal connecting Lake Superior and the Mississippi River, provided for by the River and Harbor Act of eighteen hundred and ninety-four, shall be supplemented by a further report as to whether such canal is feasible and an improvement which should be undertaken by the Government, and, if feasible, the probable cost of construction, operation, and maintenance of the same.

Vol. 28, p.  
357.  
Ante, p. 703.

Saint Croix River, from Stillwater Harbor to Taylors Falls, Minnesota, with a view to making said river accessible to steamboats and other craft navigating said river.

Minnesota River: With a view of protecting the banks thereof at and near Saint Peter, in Nicollet County.

Two Islands or Saxton, Minnesota, situate about midway between Two Harbors and Grand Marais, Minnesota: With a view of making a harbor of refuge at that point.

Red River of the North, Minnesota and North Dakota: With a view of ascertaining what improvements, if any, should be made to govern and repress the floods of the river, and to prevent the undue erosion of the banks.

#### MISSOURI.

Missouri.

Current River: With a view to the improvement of said river, between the junction of Crooked Creek and Current Creek with the Current River, in the northwest corner of Shannon County and the southern line of Carter County, in the State of Missouri.

Saint Francois [Francis] River: With a view to the improvement of said river, from Greenville to the mouth of Mingo.

Missouri River: With a view to prevent the erosion of the north bank thereof at and near Huntsdale, in Boone County, Missouri, with a view to prevent the erosion of the south bank thereof and the cutting of a new channel at and near the city of Napoleon, in Lafayette County, Missouri.

New Hamp-  
shire.

#### NEW HAMPSHIRE.

Pull-and-be-damned Point [<sup>a</sup>], Portsmouth Harbor: With a view to its removal, so far as the same is an obstruction to navigation.

Isles of Shoals [<sup>b</sup>]: With a view to building a breakwater from Smutty Nose Island to Cedar Island.

New Jersey.

#### NEW JERSEY.

Raccoon Creek.

Woodbridge Creek.

Maurice River, Oldmans Creek.

Arthur Kill or Staten Island Sound from Kill von Kull to Raritan Bay, with a view to obtaining of a twenty-one foot channel, by way of Staten Island Sound from New York Bay to Raritan Bay.

Passaic River: With the view of ascertaining the cost and feasibility of extending a ten-foot channel of suitable width from Center-street bridge to the Montclair Railway Bridge, and also as to the feasibility and cost of affording a channel twelve feet in depth from Center-street bridge to Staten Island Sound. Also an examination of said river from Montclair Railway Bridge to the city of Paterson.

Tuckerton Creek.

New York.

#### NEW YORK.

Saugerties Harbor: With a view of extending the improvement from the westerly end of the south dike westerly to the "Point of Rocks;" also with a view to removing the loose rock from the channel, and continuing the depth of twelve feet, at low water, toward the head of the harbor.

Dunkirk: Survey for easterly breakwater.

Bay Shore, Long Island: With a view to constructing a breakwater.

Patchogue River.

Three Mile Harbor, Long Island.

<sup>a</sup> The obstruction at this place is known officially as Goat Island ledge.

<sup>b</sup> This locality is known also as Gosport Harbor, the village of Gosport being located on Star Island, the principal island of the group.

## Sag Harbor.

Tonawanda Harbor, Erie County, and Tonawanda Creek from Niagara River to the State dam.

Patchogue River: With a view to deepening the channel from Fire Island Inlet to Patchogue to a depth of eight feet, with a channel eighty feet in width.

Diamond Reef and Coenties Reef in East River, with a view to their removal.

New Rochelle Harbor.

West Chester Creek.

Tarrytown Harbor.

Port Chester Harbor.

## OREGON.

## Oregon.

Snake River: That portion of the Snake River extending from the town of Asotin, in the State of Washington, to Pittsburg Landing, in the State of Oregon.

Lower Willamette and Columbia rivers below Portland, Oregon: Survey and estimate of the cost of obtaining a channel depth of twenty-five feet at low water from Portland to the mouth of the Columbia River.

The canal and locks situated on the west side of the Willamette River, at Willamette Falls, in Clackamas County: With a view to ascertaining the desirability of their condemnation and purchase by the United States.

Mouth of Columbia River, Oregon and Washington: Survey and estimate with a view to obtaining a channel of forty feet depth at lowest low water, and a report as to the desirability of such improvement.

## PENNSYLVANIA.

## Pennsylvania.

Youghiogheny River: With a view to the improvement of said river by locks and dams from West Newton to the mouth of said river at McKeesport, Pennsylvania.

## RHODE ISLAND.

## Rhode Island.

## Pawtucket River.

Providence harbor and river: As to the advisability of dredging that portion of the flats therein between Wilkesbarre Pier, Kettle Point, and the present ship-channel, to a depth of twenty-five feet at mean low water, to provide increased anchorage grounds, and a project for such improvement, with the probable cost thereof.

## SOUTH CAROLINA.

## South Carolina.

Sampit River: From its mouth at the twenty-foot depth at low water in Winyah Bay to its head of navigation, with the view of dredging shoals and removing other obstructions.

Wee Tee Lake, Williamsburg County: From its junction with the Santee River to a point called the Bluff, with a view to make it navigable for steamboats.

Lynch's River: From the railroad bridge at Effingham to its mouth at junction of Great Pee Dee River, with a view to procuring a depth of three feet at mean low water.

The waterways and low-lying marsh lands or rice lands between the North and South Santee rivers, with a view to extending the Estherville Minim Creek Canal in a southerly direction to Alligator River.

The waterways between Charleston Harbor and Alligator Creek, with a view to ascertaining the present cost of the improvement thereof.

## Tennessee.

## TENNESSEE.

Little Tennessee River: For its survey from its mouth to the slate quarries on Abram's Creek.

Holston River: For its survey from its mouth to Kingsport.

Richland River: From its mouth to Dayton.

Powell's River: For its survey from its mouth to Kyle's Ford.

Hiawassee River: For its survey from its mouth to the mouth of the Ocoee River.

## Texas.

## TEXAS.

Harbor at Alligator Head, in Matagorda Bay, and the harbor at Brazos Santiago, off Point Isabel, Texas, with plans and estimates for the removal of the bars at said harbors to furnish an inlet to each of said harbors to permit ocean-going vessels to enter said harbors with necessary depths of channel.

Clear Creek.

Dickinson Bayou.

Highland Bayou.

Turtle Bayou.

Oyster Creek.

Chocolate Bayou.

Bostrop [Bastrop] Bayou.

East Bay Bayou.

Colorado River.

San Bernard River.

Caney Creek.

For a canal ten feet deep and one hundred feet wide around the raft in the Colorado River, in Matagorda County.

Red River, from the mouth of the Kiamitia River to the mouth of Blue River.

## VIRGINIA.

Virginia.

Channel at Middle Ground Bar, in the harbor of Hampton Roads, with a view to determining what amount of dredging is necessary over said bar to secure a channel five hundred feet wide and thirty feet deep at mean low tide.

To dredge channel leading to Tangier Island [<sup>a</sup>], in Tangier Sound, and ascertain most feasible channel for improvement.

To remove bar at the mouth of Jackson's Creek, in Middlesex County.

James River: With a view of ascertaining what expenditure will be necessary to continue improvement to the head of navigation at the Docks.

To improve mouth or entrance to Carters Creek, Lancaster County.

## WASHINGTON.

Washington.

Neah Bay: With a view to its improvement as a harbor of refuge.

## WEST VIRGINIA.

West Virginia.

Elk River from its mouth to Sutton.

Guyandotte River from its mouth to a point fifty miles above.

## WISCONSIN.

Wisconsin.

East shore of Lake Pepin, in the Mississippi River, near the village of Pepin, with a view to the construction of a pier, or a harbor of refuge.

Harbor at Port Washington: With a view of obtaining a channel fifteen feet in depth, and of extending piers three hundred feet and of protecting the same by breakwater, or otherwise.

Harbor at Kewaunee: With a view of making a harbor of refuge with a depth of not less than twenty feet.

Menominee River, Michigan and Wisconsin: From the line of the second, or dredging, project, reported under date of November thirtieth, eighteen hundred and ninety-six, by Captain George A. Zinn, up the river to the west line of Wells street, with a view to obtain a channel eighty feet in depth.

Harbor at Green Bay: With a view to obtain a channel twenty feet in depth from the mouth of Fox River up to the city of Green Bay.

Harbor at Manitowoc: With a view to protecting the harbor from the injurious effect of northeast seas, by extending the breakwater in said harbor in an easterly

<sup>a</sup> The report on this item had reference to Tangier Harbor, known also as Cod Harbor.

direction and on a line with the north pier, four hundred feet, or otherwise.

Harbor at Two Rivers: With a view to secure better means of access to said harbor, and to secure a sufficient depth of water therein, by extending the piers four hundred feet, or otherwise.

Harbor at Port Wing.

Harbor at Kenosha: With a view of enlarging the basin.

Harbor at Oconto: With a view of securing better access thereto and a sufficient depth of water therein, by extending the piers three hundred feet, or otherwise.

Approved, March 3, 1899.

Mar. 3, 1899.

**CHAP. 427.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, 1214, 1226, eighteen hundred and ninety-nine, and for prior years, and for 1245, 1246. other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-nine, and for prior years, and for other objects hereinafter stated, namely:

*	*	*	*	*
Yellowstone River, Mont.	YELLOWSTONE RIVER, MONTANA:	To pay amounts		
	found due by the accounting officers of the Treasury on			
	account of the appropriation "Improving Yellowstone			
	River, Montana," fifteen dollars and seventy-nine cents.			
*	*	*	*	*

**SEC. 2.** That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-six and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Document Numbered One hundred and ninety-one, Fifty-fifth Congress, third session, there is appropriated as follows:

*	*	*	*	*
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## CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.

\* \* \* \* \*

For removing obstructions from East River and Hell Gate, New York, sixteen dollars.

East River, etc., N. Y.

\* \* \* \* \*

Approved, March 3, 1899.

**CHAP. 437.**—An Act Granting to the Muscle Shoals Power Company right to erect and construct canal and power stations at Muscle Shoals, Alabama. Mar. 3, 1899. Vol. 30, p. 1351.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby given to the Muscle Shoals Power Company, a corporation created and organized under a charter granted by the legislature of the State of Alabama, its successors or assigns, to erect, construct, operate, and maintain inlet and outlet races or canals and a power station or stations at a point or points at or near the Muscle Shoals in Tennessee River, and to make such other improvements as may be necessary within said limits for the development of water power and transmission of the same: *Provided*, That the constructions hereby authorized do not in any way interfere with the Muscle Shoals Canal, or with navigation of said river: *Provided further*, That until the plans and location of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War, the improvements shall not be commenced or built, and the Secretary of War is authorized and directed to fix reasonable charges for use of said power.

Muscle Shoals Power Co. may construct canal, etc., at Muscle shoals, Ala.

*Provisos.* No interference with Muscle Shoals Canal, etc.

Approval of Secretary of War.

SEC. 2. That unless the work herein authorized be commenced within one year and completed within three years from the date hereof, the privileges hereby granted shall cease and be determined.

Commencement and completion. Vols. 31, pp. 274, 846; 32, p. 839. *Post*, pp. 910, 937, 1034. Amendment.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1899.

**CHAP. 458.**—An Act Relative to the control of wharf property and certain public spaces in the District of Columbia. Mar. 3, 1899. Vol. 30, p. 1377.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* \* \* \*

\* \* \* \* \*

SEC. 3. That the harbor lines of the District of Columbia shall be determined by the Chief of Engineers, United

Dist. Columbia. Harbor lines.

States Army, and the Commissioners of the District of Columbia, subject to the approval of the Secretary of War.

Approved, March 3, 1899.

Feb. 9, 1900. **CHAP. 14.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June 30, 1900, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Deep Water-  
ways Board.

**DEEP WATERWAYS COMMISSION:** For completing surveys, examinations, and investigations (including estimate of cost) of deep waterways, and the routes thereof, between the Great Lakes and the Atlantic tide waters, as recommended by the report of the Deep Waterways Commission<sup>[a]</sup>, transmitted by the President to Congress January eighteenth, eighteen hundred and ninety-seven; such surveys, examinations, and investigations to be made by the board of three engineers<sup>[b]</sup> designated and appointed by the President for this purpose July twenty-eighth, eighteen hundred and ninety-seven, in compliance with the provisions of the Act of June fourth, eighteen hundred and ninety-seven, twenty thousand dollars: *Provided*, That the member of the Deep Waterways Commission appointed from the Corps of Engineers shall be entitled to receive compensation from the date of his appointment, in addition to his regular army pay and allowances, equal to the difference between such annual army pay and allowances and the compensation of the other two members of the commission, said additional compensation to be paid from funds appropriated for the Deep Waterways Commission.

\* \* \* \* \*

Approved, February 9, 1900.

<sup>a</sup> The report of this Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.

<sup>b</sup> The reports of this Board are as follows: (1) Progress report, House Doc. No. 110, Fifty-fifth Congress, third session; (2) report on regulation of level of Lake Erie, House Doc. No. 200, Fifty-sixth Congress, first session; (3) final report, with estimates, House Doc. No. 149, Fifty-sixth Congress, second session.

Vols. 28, p.  
950; 30, pp.  
50, 636, 1109.  
*Ante*, pp. 734,  
816, 833, 843.  
*Proviso*.

Compensation of mem-  
ber from Engi-  
neer Corps.

**CHAP. 23.**—An Act To amend “An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes,” approved March third, eighteen hundred and ninety-nine.

Feb. 20, 1900.

Vol. 31, p. 31.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of the Act entitled “An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes,” approved March third, eighteen hundred and ninety-nine, be, and the same is hereby, amended by striking out and repealing the paragraphs in said Act on pages eleven hundred and twenty-seven and eleven hundred and twenty-eight of the United States Statutes at Large, volume thirty, which reads as follows:

Galveston  
ship channel  
and Buffalo  
Bayou, Tex.,  
improvement.

Repeal of  
paragraphs in  
prior act.  
Vol. 30, pp.  
1127, 1128.  
*Ante*, p. 853.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For improvement of the Galveston Ship Channel and Buffalo Bayou, by dredging or otherwise, from the jetties at Galveston, Texas, up through the present ship channel and Buffalo Bayou to the proposed harbor site at Houston, Texas, to be provided by the citizens of Houston, three hundred thousand dollars: *Provided*, That out of said sum a suitable dredge may be constructed for said work.

For commencing the improvement of the water route from the mouth of the jetties at Galveston, through the existing ship channel and up Buffalo Bayou to Houston, Texas, including harbor at Houston, in accordance with project submitted by the Board of Engineers in report of survey dated November third, eighteen hundred and ninety-seven, two hundred and fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of such materials and work as may be required for prosecuting said improvement, or the said materials may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million dollars: *Provided further*, That out of said sum two dredges may be constructed for said work.

And amend said Act so as to read in place of said paragraphs repealed as follows:

“Improving Galveston Ship Channel and Buffalo Bayou, Texas: For improvement of the Galveston Ship Channel and Buffalo Bayou, by dredging or otherwise in accordance with the project submitted by a board of engineers in the report of a survey dated November third, eighteen hundred and ninety-seven, and submitted by the Chief of Engineers in his report for eighteen hundred and ninety-eight, in volume one, pages two hundred and eighty-eight and two hundred and eighty-nine, three hun-

Act amended.

*Provisos.*  
Prior appro-  
priations avail-  
able.

Division one  
of survey.

Vol. 30, p.  
1151.

*Ante*, p. 887.

Vol. 30, p.  
1155.

*Ante*, p. 893.

dred thousand dollars: *Provided*, That all sums heretofore appropriated and available for work on Galveston Ship Channel and Buffalo Bayou are hereby made available for said project: *Provided further*, That all of said sums of money not necessary for administration, surveys, and maintenance be used in improving division one of said survey."

SEC. 2. That section twelve of the same act be, and the same is hereby, amended by striking out the word "fourteen," after the word "section," and inserting in lieu thereof the word "eleven."

SEC. 3. That section twenty of the same act be, and the same is hereby, amended by striking out the word "ten," after the word "sections," and inserting in lieu thereof the word "nine."

Approved, February 20, 1900.

Feb. 27, 1900.

Vol. 31, p. 33.

**CHAP. 26.**—An Act To amend an Act entitled "An Act to authorize the Grand Rapids Water Power and Boom Company, of Grand Rapids, Minnesota, to construct a dam and bridge across the Mississippi River," approved February twenty-seventh. eighteen hundred and ninety-nine.

Time extend-  
ed to Grand  
Rapids Water  
Power and  
Boom Co. to  
dam, etc., Mis-  
sissippi River  
at Grand Rap-  
ids, Minn.

Vol. 30, p.  
904.

*Ante*, p. 839.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section three of an Act entitled "An Act to authorize the Grand Rapids Water Power and Boom Company, of Grand Rapids, Minnesota, to construct a dam and bridge across the Mississippi River," approved February twenty-seventh, eighteen hundred and ninety-nine, is hereby amended so as to read as follows:

"SEC. 3. That this Act shall be null and void unless said dam herein authorized be commenced within two years and completed within four years from the date hereof."

Approved, February 27, 1900.

Mar. 23, 1900.

Vol. 31, p. 50.

**CHAP. 88.**—An Act Declaring Cuivre River to be not a navigable stream.

Cuivre River,  
Mo., declared  
not navigable.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That Cuivre River, in the counties of Lincoln and Saint Charles, in the State of Missouri, being the dividing line, is hereby declared not to be a navigable stream, and shall be so treated by the Secretary of War and all other authorities.

Approved, March 23, 1900.

**CHAP. 189.**—An Act Permitting the building of a dam between Coon Rapids and the north limits of the city of Minneapolis, Minnesota, across the Mississippi River.

Apr. 12, 1900.  
Vol. 31, p. 75.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Twin City Rapid Transit Company, its successors or assigns, to construct across the Mississippi River, at any point between Coon Rapids and the north line of the limits of the city of Minneapolis, a dam, canal, and works necessarily incident thereto, for water-power purposes. The said dam shall be so constructed that there can, at any time, be constructed in connection therewith a suitable lock for navigation purposes: *Provided, also,* That the Government of the United States may at any time take possession of said dam and appurtenant works and control the same for purposes of navigation by paying the said company the value not exceeding the actual cost of the same, but shall not do so to the destruction of the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation: *Provided further,* That the works shall be constructed so as to provide for the free passage of saw logs. The said Twin City Rapid Transit Company shall make such change and modification in the works as the Secretary of War may from time to time deem necessary in the interests of navigation, at its own cost and expense: *Provided further,* That in case any litigation arises from the obstruction of the channel by the dam, canal, or appurtenant works, the case may be tried in the proper Federal court of the United States in which the works are situated.

Twin City  
Rapid Transit  
Co., may dam  
Mississippi  
River at Coon  
Rapids, etc.  
Vol. 30, p.  
253.  
*Ante*, p. 820.

*Provisos.*  
Government  
control.

Passage of  
saw logs.

Changes.

Litigation.

**SEC. 2.** That the right to amend, alter, or repeal this Act is hereby expressly reserved: *And provided further,* That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by the Twin City Rapid Transit Company, its successors or assigns.

Amendment.  
*Proviso.*  
Fishways.

**SEC. 3.** That this Act shall become null and void unless the dam herein authorized be commenced on or before the first day of July, nineteen hundred and one, and be completed within three years thereafter.

Commence-  
ment and com-  
pletion.

Approved, April 12, 1900.

**CHAP. 346.**—An Act To amend an Act entitled "An Act permitting the building of a dam across Rainy Lake River."

May 4, 1900.  
Vol. 31, p. 167.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an Act entitled "An Act permitting the building of a dam across Rainy Lake River," approved May fourth, eighteen hundred and ninety-eight,

Time extend-  
ed to the Koo-  
chiching Co.,  
to dam Rainy  
River, Minn.

Vol. 30, p. 398. *Ante*, p. 823. and granting to the Koochiching Company, its successors and assigns, the consent of Congress to construct a dam across the Rainy Lake River, be, and the same is hereby, amended so as to read as follows:

Vol. 32, p. 485. *Post*, p. 1027. "That this Act shall be null and void unless the dam herein authorized shall be commenced within three years and completed within five years after the fourth day of May, eighteen hundred and ninety-eight."

Approved May 4, 1900.

May 9, 1900. **CHAP. 387.**—An Act Authorizing the Secretary of War to make regulations governing the running of loose logs, steamboats, and rafts on certain rivers and streams.

Navigation.  
Exemption  
from prohibi-  
tion against  
floating sack  
rafts in streams  
navigated by  
steamboats.  
Vol. 30, p.  
1152.  
*Ante*, p. 889.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the prohibition contained in section fifteen of the river and harbor Act, approved March third, eighteen hundred and ninety-nine, against floating loose timber and logs, or sack rafts, so called, of timber and logs in streams or channels actually navigated by steamboats, shall not apply to any navigable river or waterway of the United States or any part thereof whereon the floating of loose timber and logs and sack rafts of timber and logs is the principal method of navigation. But such method of navigation on such river or waterway or part thereof shall be subject to the rules and regulations prescribed by the Secretary of War as hereinafter provided.

Secretary of  
War to make  
regulations for  
floating logs,  
rafts, etc.

SEC. 2. That the Secretary of War shall have power, and he is hereby authorized and directed, within the shortest practicable time after the passage hereof, to prescribe rules and regulations, which he may at any time modify, to govern and regulate the floating of loose timber and logs, and sack rafts (so called) of timber and logs and other methods of navigation on the streams and waterways, or any thereof, of the character, as to navigation, in section one hereof described. The said rules and regulations shall be so framed as to equitably adjust conflicting interests between the different methods or forms of navigation; and the said rules and regulations shall be published at least once in such newspaper or newspapers of general circulation as in the opinion of the Secretary of War shall be best adapted to give notice of said rules and regulations to persons affected thereby and locally interested therein. And all modifications of said rules and regulations shall be similarly published. And such rules and regulations when so prescribed and published as to any such stream or waterway shall have the force of law, and any violation thereof shall be a misdemeanor, and every person convicted of such violation shall be punished by a fine of not exceeding two thousand five hundred dollars nor less than five hundred dollars,

—publication.

—force.

—penalty.

or by imprisonment (in case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in the case of crimes or misdemeanors committed against the United States.

*Proviso.*  
*Procedure.*

SEC. 3. That the right to alter, amend, or repeal this Act at any time is hereby reserved.

*Amendment.*

SEC. 4. That this Act shall not, nor shall any rules or regulations prescribed thereunder, in any manner affect any civil action or actions heretofore commenced and now pending to recover damages claimed to have been sustained by reason of the violation of any of the terms of said section fifteen, as originally enacted, or in violation of any other law.

*Pending actions unaffected.*

Approved, May 9, 1900.

**CHAP. 620.**—An Act Permitting building a dam across New River.

June 4, 1900.  
Vol. 31, p. 264.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to F. H. Fries and W. C. Ruffin, of the State of North Carolina, their successors and assigns, to erect, construct, and maintain across New River, in Grayson County, Virginia, at any point within two miles of the mouth of Stevens Creek, a dam and all other works necessarily incident thereto for water-power purposes: *Provided*, That the said F. H. Fries and W. C. Ruffin, their successors and assigns, shall make, at their own expense, such change and modification of the said dam as the Secretary of War may from time to time direct in the interests of the navigation of said river: *Provided further*, That ladders suitable for the passage of fish over the said dam shall be constructed and maintained by the said parties, their successors and assigns, as may from time to time be required by the United States Fish Commissioner: *Provided further*, That in case any litigation arises from the obstruction of the channel by the said dam, or works appurtenant thereto, that the same may be tried in the courts of the United States having proper jurisdiction.

F. H. Fries  
et al. may dam  
New River, Va.

*Provisos.*

—changes.

Passage of  
fish.

*Litigation.*

SEC. 2. That this Act shall become null and void unless the dam herein authorized shall be commenced within two years and completed within five years of the date hereof.

Commencement and completion.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

*Amendment.*

Approved, June 4, 1900.

June 6, 1900.  
Vol. 31, p. 274.

**CHAP. 779.**—An Act To amend an Act granting to the Muscle Shoals Power Company right to erect and construct canal and power stations at Muscle Shoals, Alabama.

Muscle Shoals  
Power Co. canal  
and power  
stations.

Vols. 30, p.  
1351; 31, p.  
846; 32, p.  
839.

*Ante*, p. 903;  
*post*, pp. 937,  
1034.

Time extended  
to complete  
work.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section two of an act entitled "An act granting to the Muscle Shoals Power Company right to erect and construct canal and power stations at Muscle Shoals, Alabama," approved March third, eighteen hundred and eighty-nine, be, and the same is hereby, amended so as to read as follows:

"SEC. 2. That unless the work herein authorized be commenced within two years, and completed within four years from the date hereof, the privileges hereby granted shall cease and be determined."

Approved, June 6, 1900.

June 6, 1900.  
Vol. 31, pp.  
280, 291.

**CHAP. 785.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Wicomico  
River, Md.

To pay amounts found due by the accounting officers of the Treasury on account of the appropriation "Improving Wicomico River [<sup>a</sup>], Maryland," eighteen dollars.

Approved, June 6, 1900.

June 6, 1900.  
Vol. 31, pp.  
321, 329.

**CHAP. 786.**—An Act Making further provision for a civil government for Alaska, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*,

## TITLE I.

### CHAPTER ONE.

\* \* \* \* \*

Mining laws.

SEC. 26. The laws of the United States relating to mining claims, mineral locations, and rights incident thereto are hereby extended to the District of Alaska: *Provided*, That subject only to such general limitations as may be necessary to exempt navigation from artificial obstruc-

*Provisos.*  
Gold, etc., ex-  
plorations on  
Bering Sea.

<sup>a</sup> On the eastern shore.



tions all land and shoal water between low and mean high tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States, shall be subject to exploration and mining for gold and other precious metals by citizens of the United States, or persons who have legally declared their intentions to become such, under such reasonable rules and regulations as the miners in organized mining districts may have heretofore made or may hereafter make governing the temporary possession thereof for exploration and mining purposes until otherwise provided by law: *Provided further*, That the rules and regulations established by the miners shall not be in conflict with the mining laws of the United States; and no exclusive permit shall be granted by the Secretary of War authorizing any person or persons, corporation or company to excavate or mine under any of said waters below low tide, and if such exclusive permit has been granted it is hereby revoked and declared null and void; but citizens of the United States or persons who have legally declared their intention to become such shall have the right to dredge and mine for gold or other precious metals in said waters, below low tide, subject to such general rules and regulations as the Secretary of War may prescribe for the preservation of order and the protection of the interests of commerce; such rules and regulations shall not, however, deprive miners on the beach of the right hereby given to dump tailings into or pump from the sea opposite their claims, except where such dumping would actually obstruct navigation, and the reservation of a roadway sixty feet wide, under the tenth section of the Act of May fourteenth, eighteen hundred and ninety-eight, entitled "An Act extending the homestead laws and providing for right of way for railroads in the District of Alaska, and for other purposes," shall not apply to mineral lands or town sites.

—miners' regulations.

—not to conflict with Federal laws.

Exclusive permits to mine void, etc.

Provision reserving roadway, etc., not to apply. Vol. 30, p. 413.

\* \* \* \* \*

Approved, June 6, 1900.

**CHAP. 790.**—An Act Making provision for emergencies in river and harbor works, for certain surveys, and for the diversion of certain appropriations or modification of provisions heretofore made.

June 6, 1900.  
Vol. 31, p. 578.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the sum of two hundred and fifty thousand dollars<sup>a</sup> be, and the same is hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War

Appropriations for emergencies in river and harbor works, etc.  
Amount.  
Expenditure.

<sup>a</sup> For statement of disbursements and allotments under this appropriation see page 925.

and the supervision of the Chief of Engineers, for the following purposes, to wit:

—for emergen-  
cies.

(1) To provide for the restoration of channels, or river and harbor improvements, heretofore established or made by the Government, where, by reason of emergency occurring since the passage of the river and harbor Act of March third, eighteen hundred and ninety-nine, the usual depth of such channels, or customary use of such improvement, can not be maintained, and there is no sufficient fund available for such restoration. The amount herein provided, or so much thereof as is not required for the surveys hereinafter mentioned, shall be allotted by the Secretary of War: *Provided*, That in no case shall such allotment be made unless recommended by the local engineer having such channel or improvement in charge, and the Chief of Engineers, respectively: *Provided further*, That for no single channel or improvement shall a sum greater than ten thousand dollars be allotted; and in expending any such allotment advertisement for bids may be dispensed with on the recommendation of the local engineer.

—allotments.

*Provisos.*

Recommen-  
dation of local  
engineer, etc.,  
requisite.

Limit for sin-  
gle channel.

Surveys.

—unexpended  
balances avail-  
able.

(2) For the necessary cost of the surveys herein directed to be made: *Provided*, That the necessary expenses for such examinations and surveys on rivers, or at harbors where work is being carried on by the United States, may be paid from available funds where the unexpended balances of former appropriations for such works are sufficient for such purpose.

Preliminary  
examinations  
and surveys di-  
rected.

—scope of, etc.

SEC. 2. That the Secretary of War is hereby authorized to cause preliminary examinations and surveys to be made at the localities named in this section, as hereinafter provided. In all cases a preliminary examination shall first be made, which shall embrace information concerning the commercial importance, present and prospective, of the river or harbor mentioned, and a report as to the advisability of its improvement. If upon such preliminary examination the proposed improvement is not deemed advisable, no further action shall be taken thereon without the further direction of Congress; but in case the report shall be to the effect that such river or harbor is worthy of improvement, the Secretary of War is hereby authorized, at his discretion, to authorize surveys to be made and the cost of improving such river or harbor to be estimated and to be reported to Congress, to wit:

Arkansas.

ARKANSAS.

Red River, in the States of Louisiana, Arkansas, and Texas, and in the Indian Territory, from the city of Shreveport, in the State of Louisiana, to the city of Denison, in the State of Texas: With a view to ascertaining whether the navigation of said river can be permanently improved by a system of cut-offs, levees, locks, and dams, or by any other plan; the cost of said examination and survey, if made, to be paid out of the unexpended balance

of the appropriation made for continuing the improvement of said river by the Act of March third, eighteen hundred and ninety-nine. Vol. 30, p. 1140.  
*Ante*, p. 871.

The river and harbor front of the city of Camden, Arkansas, on the Ouachita River: With a view to improving said harbor and grading and protecting the river bank in front of said city, the expenses of said examination and survey to be paid out of any fund now available for the improvement of the Ouachita River.

## ALABAMA.

Alabama.

Mobile Harbor: With a view to obtaining channels of a width of three hundred feet at the bottom across the bar below Fort Morgan, with appropriate side slopes, and with mean depths of twenty-five and thirty feet respectively.

Warrior and Tombigbee rivers: With a view to the construction of locks and dams numbered one, two, and three, between the mouth of said rivers and Tuscaloosa; and an amount sufficient for such survey or surveys may, in the discretion of the Secretary of War, be diverted from any appropriation heretofore made for said rivers.

## CALIFORNIA.

California.

San Joaquin River, above the mouth of the Stanislaus River: With a view of determining the advisability of closing the mouths of the more important blind sloughs leading from said San Joaquin River and tributaries, especially those known as Finegan, Amphlet, and Walden sloughs, that the water in the main channel of the said San Joaquin River may be retained therein and more effectually promote navigation thereof.

The San Joaquin River and the waterways connecting the same with the Straits of Carquines, extending from the town of Antioch to Suisun Point.

Oakland Harbor: With a view to the improvement of said harbor to meet the needs of present and prospective commerce from the western end of the tidal canal to deep water in San Francisco Bay, including the excavation of a tidal basin.

## CONNECTICUT.

Connecticut.

Branford Harbor:

## DELAWARE.

Delaware.

Smyrna River: With a view to securing two short crosscuts to shorten the distance from the head of navigation to Delaware Bay.

Mispillion River, from its mouth to the head of navigation.

Florida.

FLORIDA.

## Carrabelle Harbor:

Georgia.

GEORGIA.

Savannah Harbor: With a view to a reexamination of the plan for deepening said harbor as submitted in the Report of the Chief of Engineers for eighteen hundred and eighty-eight, page ten hundred and fifty-nine, and a report as to what changes or modifications, if any, are necessary to carry out said plan.

## Skiddaway Narrows:

Preliminary examination and survey of the Skiddaway Narrows, connecting the Isle of Hope River with Burnside River, for a channel seventy-five feet wide and six feet deep at mean low water.

Illinois.

ILLINOIS.

Upper Illinois, etc., rivers.

Further surveys, etc., by Board of Engineers authorized.

Vol. 30, p. 1146.

*Ante*, p. 879.

## Upper Illinois River and Des Plaines River:

That the board of three engineers, appointed by the Secretary of War, in pursuance of a paragraph in the river and harbor Act approved March third, eighteen hundred and ninety-nine, to make a survey and estimates of cost of the improvement of the Upper Illinois River and the lower Des Plaines River in Illinois, with a view to the extension of navigation from the Illinois River to Lake Michigan at or near the city of Chicago, is hereby authorized to report the estimates of cost for a channel ten feet deep, and for a channel twelve feet deep, and for a channel fourteen feet deep through said proposed route, and that the said estimates cover and include a proper connection at Lockport with the sanitary and ship canal which has been constructed by the sanitary district of Chicago. The said board of engineers is also further authorized to make a survey and estimate of cost for the improvement of the Lower Illinois River from the end of said proposed route to the mouth of said river, for channels ten, twelve, and fourteen feet deep, respectively, and to report the estimates of cost thereof: *And provided further*, That surveys and estimates of cost shall be made in pursuance of the provisions contained in the Act aforesaid, and especially in accordance with section twenty-two of said Act: *And provided further*, That said surveys shall be commenced and the expenses for said surveys and reports shall be paid as follows: Any unexpended balance of the appropriation of thirty thousand dollars not required for the completion of the survey already contained in said Act shall be first applied and used, and no further expense shall be incurred for such estimates and surveys without the further direction of Congress, and the Secretary of War shall ascertain and report to Congress what amount of money shall be required to complete said surveys and estimates of costs.

*Provisos.*  
—how made.

Vol. 30, p. 1155.

*Ante*, p. 893.  
Expenses, etc.

Rock River, at the head of the feeder for the Illinois and Mississippi Canal: With a view to the construction of a lock and dam in Rock River in connection with said canal.

The harbor of Harrisonville, in the Mississippi River: With a view of restoring it.

#### KENTUCKY AND TENNESSEE.

Kentucky  
and Tennessee.

The east bank of the Mississippi River between the highlands near the city of Hickman, in the State of Kentucky, and Slough Landing, in Lake County, in the State of Tennessee, with a view to constructing such works as may be required to prevent overflows along said section of the river, such examination and survey to be made under the direction of the Mississippi River Commission, the cost thereof to be paid out of the unexpended balance authorized to be expended by said commission.

#### MAINE.

Maine.

Portland Harbor: With a view to removing so much of Witch Rock as endangers navigation.

#### MARYLAND.

Maryland.

Harbor of Havre de Grace: With a view to the removal of rocks near the entrance.

#### MASSACHUSETTS.

Massachusetts.

Boston Harbor: With a view to providing channels two thousand feet wide, or such width as may be necessary, and thirty-five feet deep from the navy-yard at Charlestown and the Chelsea Bridge and Charles River Bridge to President Roads, and from President Roads through Broad Sound Channel to the ocean.

Lynn Harbor: With a view of securing a channel two hundred feet wide and fifteen feet deep at mean low water, including the basin extending beyond the inner ship channel, and the removal of a small point on the eastern bank of the channel near to said basin.

Beverly Harbor: With a view to the straightening, widening, deepening, and otherwise improving the entrance to the harbor and the approaches to the wharves and docks therein.

#### MICHIGAN.

Michigan.

Muskegon Harbor: With a view to obtaining a channel of the depth of twenty feet and a uniform width of three hundred feet from the exterior to the interior lake; the plan to provide for sheet piling to prevent erosion along the banks not protected by cribs.

Saint Clair Flats Canal, in Lake Saint Clair: With a view to doubling the capacity of the so-called Saint Clair Flats Canal.

Detroit River: With a view to obtaining a sufficient depth of water in the channel on the west side of Grosse Isle.

Minnesota.

MINNESOTA.

Burlington Bay, Lake County: With a view to improving said bay and the construction of a harbor therein.

Warroad Harbor and Warroad River.

Montana.

MONTANA.

Kootenai River between Jennings, Montana, and the international boundary line, with a view to removing obstructions to navigation.

New Hampshire.

NEW HAMPSHIRE.

Hendersons Point [<sup>a</sup>], Portsmouth Harbor: With a view of removing a portion of said point for the purpose of improving navigation to the navy-yard.

New Jersey.

NEW JERSEY.

Beach Thoroughfare.

New York.

NEW YORK.

Lake Erie entrance to Black Rock Harbor and Erie Basin.

Grasse River from its confluence with the Saint Lawrence River to Massena: With a view to obtaining a depth of twenty-one feet.

Saint Lawrence River, at the head of Long Sault Island: With a view of removing the rock obstruction in the south branch of said river, so as to give a navigable depth of twenty feet of water.

Buttermilk Channel, New York Harbor: With a view to obtaining a channel of the same width and depth as those contemplated by the project adopted for Bay Ridge and Red Hook channels.

Fire Island Inlet, in Great South Bay, to Patchogue River: With a view to obtaining a channel not less than ten feet in depth and two hundred feet in width at mean low water.

Nevada.

NEVADA.

Colorado River: Between El Dorado Canyon and Rioville, Nevada, with a view to the extension of navigation to Rioville.

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<sup>a</sup> Situated on the Piscataqua River, in the State of Maine.

## NORTH CAROLINA.

North Caro-  
lina.

Trent River from the junction of Trent River with Neuse River up to Trenton: With a view to obtaining a depth of eight feet at mean low water at the city of Newbern and up to the wharves and freight depots of said city, and a channel fifty feet wide and eight feet deep from Newbern through Foy's Flats to Pollokville, and a channel thirty feet wide and four feet deep at mean low water from Pollokville to Trenton.

Wilmington Harbor: With a view to providing a sufficient width and depth to permit vessels now using said harbor to turn or swing around therein, Cape Fear River, with a view to obtaining a navigable channel from Wilmington to Fayetteville of four, six, or eight feet at mean low water.

Pasquotank River: With the view of obtaining a navigable depth of sixteen feet at mean low water from South Mills, on the Pasquotank River, thence down the Pasquotank River, through Albemarle Sound, Croatan Sound, Pamlico Sound, and Core Sound, to Beaufort Inlet, including also cost of procuring a navigable depth of eighteen feet through Beaufort Inlet and eighteen feet through Ocracoke Inlet, respectively.

Scuppernong River: With the view of improving the bar at the mouth of Scuppernong River, emptying into Albemarle Sound, North Carolina, to the end that the channel be dredged one thousand two hundred feet long, one hundred and fifty feet wide, with nine feet depth of water at mean low tide.

## OHIO.

Ohio.

Cleveland Harbor: With a view to the further improvement of said harbor: First, by such additional construction or extension as may be necessary to provide a safer and better entrance for vessels at the main entrance to the breakwater in said harbor. Second, to provide such additional harbor room as may be found necessary by an extension eastward of the breakwater now under construction in said harbor.

Sandusky Harbor: With a view to obtaining and maintaining a channel twenty-one feet deep at mean lake level, with a width of four hundred feet in the approaches to harbor front and three hundred feet in the harbor channels.

## OHIO RIVER (IN KENTUCKY).

Ohio River,  
Kentucky.

With a view to the construction of a pier for a harbor of refuge on the south shore at or near the city of Maysville, Kentucky.

With a view to ascertaining the desirability of acquiring the island immediately below the Louisville and Portland Canal in the Ohio River, known as Sand Island, and probable cost of purchasing the same.

## Ohio River.

## OHIO RIVER.

Continuing and completing the survey of the Ohio River from Marietta to the mouth of the Big Miami River in accordance with the provisions of the river and harbor act of March third, eighteen hundred and ninety-nine, the expense thereof to be paid out of any moneys already appropriated and not expended for the general improvement of the Ohio River.

## Oregon.

## OREGON.

Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington; with a view to the construction of a canal and locks to overcome the obstructions to navigation.

## Rhode Island.

## RHODE ISLAND.

Ohio Reef, located in the east passage of Narragansett Bay: With a view to determining the advisability of removing said reef as a dangerous obstruction to the navigation of said bay.

Sakonnet Harbor: To ascertain the advisability and cost of removing rocks which are an obstruction to navigation.

Pawtucket River: With a view to securing a channel two hundred feet wide and eighteen feet deep from the mouth of the river at Providence to the lower wharves in the city of Pawtucket.

## South Carolina.

## SOUTH CAROLINA.

Great Pedee River between Cheraw and the Wilmington, Columbia and Augusta Railroad bridge.

Ashley River from the city of Charleston to the head of navigation.

## South Dakota.

## SOUTH DAKOTA.

For a survey of the Sioux River and an estimate of the cost of constructing a dam for the storage of the water of said stream in Lake Kempeska and Lake Ponsett, together with an estimate of the capacity of said reservoir and the feasibility of utilizing the same.

## Texas.

## TEXAS.

Trinity River from the city of Dallas to the city of Fort Worth: With a view to securing a navigable depth of four, five, and six feet respectively.

Galveston Bay: With a view to widening, deepening, and extending the present channel from a point where it now is of sufficient width and depth to a point opposite



Twentieth street; thence to a point opposite Thirty-fifth street; thence to a point opposite Fifty-first street, with a report as to the relative importance of the respective sections.

Also for survey and making plans for improvement of inner harbor of Galveston.

Sabine Pass: With a view to widening and straightening the main ship channel and increasing the depth, if necessary, from a point one thousand feet north of the United States life-saving station to Sabine Lake.

Brazos River from its mouth to the city of Waco: With a view to procuring a navigable depth of four, five, and six feet, first, from its mouth to the town of old Washington, in Washington County; second, from said town of old Washington to the city of Waco. In case a survey is made, the report thereon shall show the most advantageous depth to each point, and whether a system of locks and dams will be necessary, and if so, the cost and location of same.

#### VIRGINIA.

Virginia.

##### Quantico Creek:

Norfolk: To remove bar and secure depth of twenty-eight feet at point between the twenty-eight foot channel and the pier of the Southern Railway Company near Norfolk, Virginia [<sup>a</sup>].

Appomattox River: Resurvey and estimate for the deflection of the river at Petersburg.

Pagan River from Smithfield, Virginia, to James River, with a view to securing a channel eighty feet wide and ten feet deep at mean low tide, or such improvement as may be found expedient.

Chesconnessex Creek, an estuary of the Chesapeake Bay, running up into land on the western side of Accomac County, Virginia, with a view to dredging the same.

#### WASHINGTON.

Washington.

##### Tacoma Harbor:

Snake River, in the States of Idaho and Washington, from the head of navigation on said river to the point of junction with the Columbia River, with a view to improving said river.

#### WISCONSIN.

Wisconsin.

Manitowoc Harbor: With a view of making a harbor of refuge with a depth of not less than twenty feet.

Sturgeon Bay and Lake Michigan Ship Canal: With a view to deepening the Sturgeon Bay and Lake Michigan Ship Canal to eighteen feet; said improvement to begin at the Lake Michigan end of said waterway and to continue throughout the length of said canal and in the waters of Sturgeon Bay so far as is necessary to secure a

<sup>a</sup> This locality is at Pinner Point.

navigable channel having a depth of eighteen feet of water from Lake Michigan to the waters of Green Bay.

Milwaukee Harbor.  
*Proviso.*  
—preliminary examinations only.

Milwaukee Harbor: With a view to necessary enlargement and suitable protection therefor: *Provided, however,* That at the following named localities preliminary examinations only shall be made: Mahon Harbor, Delaware; Long Prairie River, and its sources; Sioux River, South Dakota.

Channel, South Pass, Mississippi River.

Termination of Eads contract authorized.

SEC. 3. That the Secretary of War is hereby authorized, in his discretion, to terminate the contract heretofore entered into with the late James B. Eads for the maintenance of the channel through the South Pass of the Mississippi River, in pursuance of an Act of Congress approved March third, eighteen hundred and seventy-five, entitled "An Act authorizing James B. Eads and others to construct jetties, and so forth, and to maintain channels between South Pass of Mississippi River and Gulf of Mexico," and of an Act of Congress approved June nineteenth, eighteen hundred and seventy-eight, entitled "An Act to amend an Act entitled 'An Act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,'" approved March third, eighteen hundred and seventy-five, and of an Act of Congress approved March third, eighteen hundred and seventy-nine, entitled "An Act to amend an Act entitled 'An Act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes,'" approved March third, eighteen hundred and seventy-five. The Secretary of War is also authorized, in his discretion, to purchase from the heirs or legal representatives of the said James B. Eads the dredges and other plant, including real estate, now used by them for the maintenance of said channel, or such portion of said plant as he may deem desirable; and in case the Secretary of War and the heirs or legal representatives of the estate of James B. Eads, deceased, are unable to agree upon the price to be paid for said dredges and plant, including real estate, or so much thereof as the Secretary of War may deem necessary to purchase, then such price shall be assessed by a board of three appraisers to be appointed as follows: One appraiser to be appointed by the Secretary of War, one by the heirs or legal representatives of James B. Eads, deceased, and in case these two fail to agree, they shall jointly choose a third appraiser, and the three so appointed shall, by a majority vote, duly appraise the price to be paid for said dredges and plant, including real estate, and in case such appraisal is approved by the Secretary of War, the same shall be deemed to be the price which the Secretary of War is authorized to pay for said dredges and plant, including real estate, or so much thereof of the Secretary of War may deem necessary to purchase: *Providing,* That in no event shall more than two hundred thousand dollars be paid for all the dredges,

Vol. 18, p. 465.  
*Ante*, p. 248.

Vol. 20, p. 168.  
*Ante*, p. 281.

Vol. 20, p. 376.  
*Ante*, p. 301.

Purchase of dredges, etc., authorized.

—Board to assess price.

*Proviso.*  
—limit of payment.

plant, and real estate owned or possessed by the heirs or legal representatives of James B. Eads, deceased, at or about the South Pass. And in case the Secretary of War shall terminate said contract the sum of two hundred thousand dollars [a], or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be immediately available, for the purchase of the whole or a part of said plant, or for otherwise providing a proper plant for the maintenance of said Pass. In case of the termination of said contract, by virtue of the provisions hereof or by expiration of said contract, the Secretary of War is hereby directed to take charge of said channel, including the jetties, and all auxiliary works connected therewith, and thereafter to maintain with the utmost efficiency said South Pass Channel; and for that purpose he is hereby authorized to draw his warrants from time to time on the Treasurer of the United States, until otherwise provided for by law, for such sums of money as may be necessary, not to exceed in the aggregate for any one year one hundred thousand dollars. In the event that the Secretary of War shall elect to terminate said contract, any sum which shall at that time have been appropriated by Congress to pay what would be due to the heirs or legal representatives of said James B. Eads at the expiration of said contract may be used by him in making such payment, when he shall terminate the same, anything in the law making such appropriation to the contrary notwithstanding.

—appropriation.

Secretary of War to maintain channel if contract is terminated.

—appropriation.

Payment of available funds to Eads heirs authorized.

SEC. 4. That the Secretary of War is authorized in his discretion to direct diversions from appropriations heretofore made or to make modifications in projects heretofore included in river and harbor bills as follows:

Diversion of appropriations authorized.

Cumberland Sound: The sum of fifty thousand dollars, or so much thereof as may be necessary, may be diverted from the sums of money heretofore appropriated and now standing to the credit of the existing project for jetty work in Cumberland Sound, in the States of Florida and Georgia, to be used for sluicing and dredging at the mouth of said sound or elsewhere in said sound, and belonging to said project, where sluicing and dredging may be needed or required; but nothing herein contained shall be construed to increase the limit of cost of said project or improvement beyond the amount fixed by the Acts making appropriation for said project and fixing the ultimate sum which may finally be devoted to said project: *And provided further*, That any changes in the location of the jetties which the Secretary of War may consider for the interest of the work are authorized.

Cumberland Sound.

Vol. 29, p. 208.  
*Ante*, p. 753.

*Proviso.*  
Change of jetties.

Lake George Channel and connecting waters below Sault Sainte Marie, Michigan: So as to restore and make available a channel formerly used through said lake of a

Lake George channel, Mich., etc.

<sup>a</sup> None of this appropriation was expended. The Eads contract expired on January 28, 1901.

- depth and a width not less than formerly employed, an amount not exceeding one hundred thousand dollars may be diverted from the balance remaining from the amounts heretofore appropriated for the Saint Marys River at the Falls in Michigan [<sup>a</sup>].
- Vol. 32, p. 362. *Post*, p. 993. Buffalo Harbor, N. Y. Buffalo Harbor, New York: The sum of ten thousand dollars, or so much thereof as may be necessary, may be diverted from amounts now available for maintenance of Buffalo Harbor, in deepening the entrance to Buffalo Harbor and the City Ship Canal.
- Milford Haven, Va. Milford Haven, Virginia: The unexpended balance of the appropriation for the improvement of the harbor at Milford Haven, Virginia, or any part thereof, may, in the discretion of the Secretary of War, be used for the improvement of the bar within said harbor.
- Charleston, S. C. Charleston Harbor, South Carolina: The amounts heretofore authorized for a contract or contracts for materials and work, or so much thereof as may be necessary, may be expended in the work of dredging in accordance with the approved project.
- Winyah Bay, S. C. Winyah Bay, South Carolina: The dredge or dredges employed in connection with the work of improvement at the entrance to Winyah Bay, and such other dredges owned or controlled by the Government as are used on Winyah Bay River systems and canals, may be used in dredging the shoal places between the entrance and the city of Georgetown, South Carolina, the places at which and depths to which such dredging shall be done to be determined by the Secretary of War, upon the recommendation of the Chief of Engineers, United States Army; and any expense so caused shall be paid from amounts heretofore appropriated for said Winyah Bay.
- California. Purchase of sites for debris dams, etc. Vol. 29, p. 232. *Ante*, p. 787. Land for debris dams and impounding works in California: From the funds appropriated by the river and harbor Act of eighteen hundred and ninety-six for the construction of debris dams and impounding works in California, the sum of ten thousand dollars may be expended for the purchase of lands necessary for the construction of said works: *Provided*, That an equal amount is paid by the State of California: *And provided further*, That the Secretary of War may proceed at once with the construction of said works, and that the gross expenditure for lands in the construction of said works shall not exceed in the aggregate twenty thousand dollars: *And provided further*, That where in such works more than one dam or impounding work is embraced within a project the Secretary of War may proceed to construct the said works in parts or sections and submit the plans and specifications for such parts or sections to the State board of examiners of said State for approval under the laws thereof: *And provided further*, That in all cases one-
- Provisos. State to pay half. Limit of cost. Construction in sections, etc. State to pay half.

<sup>a</sup> The provisions of this paragraph are repealed by the river and harbor act approved June 13, 1902.

half of the expense of such works shall be paid by the State of California.

Lorain Harbor, Ohio: The Secretary of War may enter into a contract or contracts for portions of the work authorized by the Act of March third, eighteen hundred and ninety-nine, without regard to the estimate heretofore made in the report of the Chief of Engineers for the completion of said work: *Provided*, That the total amount contracted for shall not exceed the sum heretofore authorized: *Provided*, That the cost of any portion of such work shall not exceed by more than one-tenth the estimate of cost as heretofore made in the Report of Chief of Engineers.

Lorain Harbor, Ohio.  
Vol. 30, p. 1129.  
*Ante*, p. 855.

*Provisos.*  
Limit of cost.

Upper White River, Arkansas, Lock and Dam Numbered Two: That the provision in the river and harbor Act approved March third, eighteen hundred and ninety-nine, making appropriation for improving Upper White River, Arkansas, is hereby amended to read as follows:

Upper White River, Ark.

"Improving Upper White River, Arkansas: For the construction of Lock and Dam Numbered One, on Upper White River, at or near Batesville, according to the project, plans, and specifications submitted in report printed in House Document Numbered Seventy-eight, Fifty-fourth Congress, second session, to complete said lock and dam, one hundred and sixty thousand dollars; and the Secretary of War may also expend toward the construction of Lock and Dam Numbered Two, according to the same plan, by contract or in any manner that in his judgment may be most economical and advantageous to the Government, a sum not to exceed one hundred and fifty thousand dollars, to be paid for as appropriations may from time to time be made by law."

Vol. 30, p. 1142, amended.  
*Ante*, p. 874.

Ocmulgee River, Georgia: The provision in the river and harbor Act approved March third, eighteen hundred and ninety-nine, authorizing contracts to be made for improving Ocmulgee River, is hereby amended to read as follows: "*Provided*, That a contract or contracts may be entered into by the Secretary of War to complete the present project of improvement, or the required materials may be purchased and the work of improvement be carried on otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and thirty-six thousand dollars, exclusive of amounts herein and heretofore appropriated."

Ocmulgee River, Ga.

Vol. 30, p. 1138, amended.  
*Ante*, p. 868.

*Proviso.*  
Contracts.

Yaquina Bay, Oregon: The balance remaining of twenty-five thousand dollars appropriated by the river and harbor Act of eighteen hundred and ninety-six for said Yaquina Bay, or so much thereof as may be necessary, may be expended in removing the cluster of rocks on one side of the channel, located about two thousand feet beyond the end of the south jetty, in accordance with the recommendation of a board of engineers made November fourteenth, eighteen hundred and ninety-nine, in

Yaquina Bay, Oreg.  
Vol. 29, p. 214.  
*Ante*, p. 761.

House Document Numbered One hundred and ten, Fifty-sixth Congress, first session.

Ashland Harbor, Wis.  
Vol. 30, p. 1132.  
*Ante*, p. 859.

Ashland Harbor, Wisconsin: That in lieu of completing the shore end of the breakwater at Ashland, Wisconsin, as provided for in the river and harbor Act of March third, eighteen hundred and ninety-nine, there shall be substituted a breakwater, starting at a point on the shore about two thousand six hundred feet east of the point at which the existing shore arm of breakwater would meet shore if prolonged, and running in a direction parallel to existing breakwater for a distance of four thousand seven hundred feet, or of such a length as may be necessary to fully protect the harbor of Ashland.

Warroad River, Minn.  
Vol. 30, p. 1145, amended.  
*Ante*, p. 879.

Warroad River, Minnesota: The following paragraph in an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and ninety-nine, to wit:

"For removing a sand bar at the mouth of Warroad River, Minnesota, three thousand dollars, or so much thereof as may be necessary," is hereby amended so as to read as follows:

"For improving the mouth of Warroad River, Minnesota, three thousand dollars, or so much thereof as may be necessary."

Mississippi River.  
Vol. 30, p. 1127, amended.  
*Ante*, p. 853.

Outlet of Mississippi River: Section one of the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and ninety-nine, be, and the same is hereby, amended as follows: In the paragraph beginning "Improving outlet of the Mississippi River," strike out the word "two" before the word "dredges" and insert in lieu thereof the words "one or more."

East channel, New York Harbor, renamed Ambrose channel.  
Vols. 30, p. 1123; 31, p. 627.  
*Ante*, p. 847; *post*, p. 928.

SEC. 5. That the so-called East Channel across Sandy Hook Bar, New York Harbor, for the improvement of which provision was made by the river and harbor Act approved March third, eighteen hundred and ninety-nine, shall hereafter be known as Ambrose Channel.

Guam Harbor improvement Board authorized.

SEC. 6. That the Secretary of the Navy is hereby authorized and directed to appoint two naval officers, and the Secretary of War one engineer officer, to constitute a board whose duty it shall be, under the direction of the Secretary of the Navy, to make a survey, plan, and estimates for the improvement of a harbor at the island of Guam [<sup>a</sup>]; and the sum of ten thousand dollars, or so

<sup>a</sup> The report of this Board, which bears the date July 25, 1901, is printed as a Navy Department publication, but not as a Congressional document. The Board recommended that the harbor of San Luis d'Apra be improved.

much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for this purpose.

Approved, June 6, 1900.

*Statement showing the works of river and harbor improvement to which the appropriation of \$250,000 made by section 1 of the foregoing act, approved June 6, 1900, was distributed, and the amount allotted to each work, down to and including May 14, 1904.*

or restoration of channels, etc.—

Allegheny River, Pennsylvania-----	<sup>a</sup> \$5,000. 00
Altamaha River, Georgia-----	<sup>a</sup> 9,000. 00
Apalachicola River, the Cut-off, and lower Chipola River, Florida-----	<sup>a</sup> 1,500. 00
Appomattox River, Virginia-----	<sup>a</sup> 4,668. 30
Arkansas River, Arkansas, at Redfork-----	<sup>a</sup> 10,000. 00
Ashtabula Harbor, Ohio-----	<sup>a</sup> 5,858. 45
Big Sandy River, West Virginia and Kentucky: Levisa Fork-----	<sup>a</sup> 1,000. 00
Main stream-----	<sup>a</sup> 1,000. 00
Block Island harbor of refuge, Rhode Island-----	<sup>a</sup> 2,391. 17
Burlington Harbor, Lake Champlain, Vermont-----	<sup>a</sup> 5,000. 00
Champlain Lake, New York, Narrows of, at Whitehall Harbor-----	<sup>a</sup> 1,500. 00
Charlotte Harbor, New York-----	<sup>a</sup> 3,048. 37
Coaster Harbor Island, Rhode Island-----	<sup>b</sup> 4,661. 87
Columbia River between Vancouver, Wash., and mouth of Willamette River (Hayden Island dike)-----	<sup>a</sup> 8,000. 00
Conneaut Harbor, Ohio-----	<sup>a</sup> 5,068. 20
Connecticut River, Connecticut, below Hartford-----	<sup>a</sup> 2,000. 00
Contentnia Creek, North Carolina-----	<sup>b</sup> 500. 00
Coos Bay, Oregon, opposite Pony Slough-----	<sup>b</sup> 10,000. 00
Duck Island Harbor, Connecticut-----	<sup>a</sup> 202. 00
Escambia and Conecuh rivers, Florida and Alabama-----	<sup>a</sup> 1,500. 00
Fairport Harbor, Ohio-----	<sup>a</sup> 4,800. 00
Grand Marais Harbor, Michigan-----	<sup>a</sup> 348. 32
Holland (Black Lake) Harbor, Michigan-----	<sup>a</sup> 4,200. 00
Jupiter Inlet, Florida-----	<sup>a</sup> 1,000. 00
Key West Harbor, Florida-----	<sup>a</sup> 10,000. 00
Malden River, Massachusetts-----	<sup>a</sup> 5,000. 00
Mattaponi River, Virginia-----	<sup>b</sup> 800. 00
Mispillion River, Delaware-----	<sup>a</sup> 1,022. 32
Muskegon Harbor, Michigan-----	<sup>a</sup> 5,500. 00
Newport Harbor, Rhode Island-----	<sup>a</sup> 341. 67
New York Harbor, New York: Channel to Quartermaster's dock, Fort Hamilton, Staten Island-----	<sup>a</sup> 1,500. 00
Reef in North (Hudson) River near Pier 1 (A), off the Battery-----	<sup>a</sup> 650. 00
Oconee River, Georgia-----	<sup>a</sup> 3,750. 00
Oswego Harbor, New York-----	<sup>a</sup> 10,000. 00
Pamunkey River, Virginia-----	<sup>b</sup> 1,000. 00
Passaic River, New Jersey-----	<sup>b</sup> 10,000. 00

<sup>a</sup> Amount actually disbursed.

<sup>b</sup> Amount allotted.

## For restoration of channels, etc.—Continued.

Pensacola Harbor, Florida-----	<sup>a</sup> \$5, 000. 00
Sabine Pass Harbor, Texas-----	<sup>a</sup> 10, 000. 00
St. Johns River, Florida, between Jacksonville and the ocean-----	<sup>a</sup> 10, 000. 00
St. Jones River, Delaware-----	<sup>a</sup> 2, 946. 73
Saugatuck Harbor, Michigan-----	<sup>a</sup> 7, 500. 00
Savannah Harbor, Georgia, at Tybee Knoll-----	<sup>a</sup> 5, 000. 00
Shrewsbury River, New Jersey-----	<sup>a</sup> 10, 000. 00
South Haven Harbor, Michigan-----	<sup>a</sup> 3, 300. 00
South Pass, Mississippi River-----	<sup>a</sup> 10, 000. 00
Tennessee River between Chattanooga, Tenn., and Riverton, Ala. (at Sweetwater bar)-----	<sup>b</sup> 6, 000. 00
Tombigbee River, Alabama, between the mouth and Demopolis-----	<sup>a</sup> 3, 980. 81
Vermilion Harbor, Ohio-----	<sup>a</sup> 576. 27
Warrior River, Alabama, below Tuscaloosa-----	<sup>a</sup> 3, 691. 24
Willamette River, Oregon, above Portland-----	<sup>a</sup> 5, 000. 00
	<hr/>
	\$224, 805. 72
For examinations and surveys-----	<sup>a</sup> 25, 194. 28
	<hr/>
Total -----	250, 000. 00

June 6, 1900. **CHAP. 791.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and one, and for other purposes.

Appropriations for sundry civil expenses.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and one, namely:

\* \* \* \* \*

South Pass, Mississippi River.

—payment to heirs of James B. Eads authorized.

Vol. 18, p. 465.

*Ante*, p. 248.

**FOR CONSTRUCTING JETTIES AND OTHER WORKS AT SOUTH PASS, MISSISSIPPI RIVER:** To enable the Secretary of War to pay to the legal representatives of James B. Eads, deceased, the second moiety of the sum of one million dollars retained by the United States under the Act of March third, eighteen hundred and seventy-five (first section on page four hundred and sixty-five of Eighteenth Statutes), to be paid, all or in part, on the expiration of twenty years' maintenance of the channel, five hundred thousand dollars.

—use of dredges in unusual obstructions.

The Secretary of War is hereby authorized and empowered, in his discretion, in case any unusual obstruction to navigation in the channel of South Pass, Mississippi River, should occur during the fiscal year nineteen hundred and one, to use any dredges or tugboats of the Mississippi River Commission for the purpose of removing the same. And the sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, to be expended in the discretion of the Secretary of War in improving or altering such dredge or dredges

<sup>a</sup> Amount actually disbursed.

<sup>b</sup> Amount allotted.



so as to make the same available for use in said South Pass.

Toward the construction of works on harbors and rivers, under contract or otherwise, and within the limits authorized by law, namely:

Improving harbor at Charleston, South Carolina, under river and harbor Act of eighteen hundred and ninety-two: For dredging, forty-five thousand dollars.

Rivers and harbors, improvements.

Charleston, S. C.  
Vol. 27, p. 91.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Ante, p. 616.  
Vol. 29, p. 202.

Improving Bayou Plaquemine, Louisiana: For continuing improvement, two hundred thousand dollars.

Ante, p. 743.  
Bayou Plaquemine, La.

Improving harbor at Cleveland, Ohio: For continuing improvement, one hundred and seventy-five thousand dollars.

Cleveland, Ohio.

Improving Chicago River, Illinois: For continuing improvement from its mouth to the stock yards on the South Branch, and to Belmont avenue on the North Branch, sixty-two thousand dollars.

Chicago River, Ill.

Harbor of refuge, Delaware Bay, Delaware: For continuing construction, four hundred and fifty thousand dollars.

Delaware Bay, Del.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, seven hundred and ninety-three thousand one hundred and eighty-seven dollars and fifty cents.

Duluth, Minn.  
Superior, Wis.

Improving Grays Harbor, Washington: For continuing improvement of harbor and bar entrance, fifty thousand dollars.

Grays Harbor, Wash.

Illinois and Mississippi Canal: For continuing construction, one million dollars.

Illinois and Mississippi Canal.

Improving Kentucky River, Kentucky: For continuing improvement, seventy-five thousand dollars.

Kentucky River, Ky.

Improving waterway from Keweenaw Bay to Lake Superior, Michigan: For continuing improvement of water communication across Keweenaw Point, one hundred and ten thousand dollars.

Waterway from Keweenaw Bay to Lake Superior, Mich.

Improving harbor at Oakland, California: For continuing improvement, one hundred and eighty thousand dollars.

Oakland, Cal.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing construction of Dams Numbered Two, Three, Four, and Five, between Davis Island Dam and Dam Numbered Six, five hundred and ninety-five thousand dollars.

Ohio River.  
Dams 2, 3, 4, 5, and 6.

Improving Providence River and Narragansett Bay, Rhode Island: For continuing improvement, fifty-four thousand four hundred and eighty-nine dollars.

Providence River and Narragansett Bay, R. I.

Improving Sabine Pass, Texas: For completing improvement of harbor at Sabine Pass, thirty-six thousand dollars.

Sabine Pass, Tex.

Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, two hundred and eighty-five thousand dollars.

Winyaw Bay, S. C.

- Vol. 30, p. 1121. For works authorized by the river and harbor act of eighteen hundred and ninety-nine, as follows:
- Ante*, p. 843. Ashtabula, Ohio. Improving harbor at Ashtabula, Ohio: For continuing improvement, one hundred and ten thousand dollars.
- Boston, Mass. Improving harbor at Boston, Massachusetts: For completing improvement under project for thirty-foot depth through Broad Sound Channel, three hundred and seventeen thousand dollars.
- Buffalo entrance to Erie Basin, etc. Improving Buffalo Entrance to Erie Basin and Black Rock Harbor, New York: For completing improvement, one hundred and ninety-one thousand seven hundred and one dollars and twenty-five cents.
- Bridgeport, Conn. Improving harbor at Bridgeport, Connecticut: For continuing improvement, fifty thousand dollars.
- Gowanus Bay, N. Y. Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, two hundred and sixty-two thousand dollars: *Provided*, That the so-called East Channel across Sandy Hook Bar, New York Harbor, for the improvement of which provision was made by the river and harbor act approved March third, eighteen hundred and ninety-nine, shall hereafter be known as Ambrose Channel.
- Proviso.* East channel, etc., re-named Ambrose channel. Vols. 30, p. 1123; 31, p. 588. *Ante*, pp. 847, 924. Black River, Ohio. Improving harbor at Black River, Ohio: For continuing improvement, one hundred and twenty-five thousand dollars.
- Black Warrior River, Ala. Improving Black Warrior River, Alabama: For completing construction of Lock and Dam Numbered Four, above Tuscaloosa, eighty-six thousand eight hundred and twenty-four dollars.
- Big Sandy River, W. Va. and Ky. Improving Big Sandy River, West Virginia and Kentucky: For continuing improvement by the construction of two locks and dams between Louisa and mouth of the river, two hundred and eighty thousand dollars.
- Charleston, S. C. Improving harbor at Charleston, South Carolina: For completing improvement, one hundred and seventy-five thousand dollars.
- Cape Porpoise, Me. Improving harbor at Cape Porpoise, Maine: For completing improvement, ten thousand dollars.
- Calumet, Ill. Improving harbor at Calumet, Illinois: For continuing improvement, one hundred and eighty-five thousand three hundred and fifty dollars.
- Congaree River, S. C. Improving Congaree River, South Carolina: For continuing improvement from Gervais street bridge, Columbia, to Granby, one hundred thousand dollars.
- Delaware River, Pa. and N. J. Improving Delaware River, Pennsylvania and New Jersey: For continuing improvement, two hundred and seventy thousand five hundred dollars.
- Detroit River, Mich. Improving Detroit River, Michigan: For continuing improvement, two hundred thousand dollars.
- Everett, Wash. Improving harbor at Everett, Washington: For continuing improvement, one hundred and thirty-five thousand dollars.

- Improving Hudson River, New York: For continuing improvement, four hundred thousand dollars. Hudson River, N. Y.
- Improving Hay Lake Channel, Saint Marys River, Michigan: For continuing improvement, two hundred and fifty thousand dollars. Hay Lake channel, St. Marys River, Mich.
- Improving harbor at Kenosha, Wisconsin: For completing improvement, one hundred and thirty-five thousand dollars. Kenosha, Wis.
- Improving harbor at Mobile, Alabama: For continuing improvement, five hundred thousand dollars. Mobile, Ala.
- Improving Mississippi River from the mouth of the Ohio to Minneapolis, Minnesota: For continuing improvement between Saint Paul and Minneapolis, one hundred and eighty-five thousand dollars: *Provided*, That of said amount the sum of one hundred dollars may be used to reimburse Loren Fletcher for a like sum advanced by him to expedite the transfer to the United States of title to land needed in connection with the construction of Lock and Dam Numbered Two. Mississippi River, mouth of Ohio to Minneapolis.  
Proviso.
- Improving Passes of the Mississippi River: For completing improvement by constructing sill across Pass a Loutre and by constructing and operating one or more dredges, three hundred thousand dollars. Loren Fletcher, payment to.
- Harbor of refuge at Milwaukee Bay, Wisconsin: For completing improvement, one hundred and five thousand six hundred and fifty dollars. Improving passes.  
Milwaukee, Wis.
- Improving Monongahela River: For completing improvement at Locks Numbered Three and Six and by construction of floating plant as authorized by the river and harbor act approved March third, eighteen hundred and ninety-nine, one hundred and thirty-five thousand five hundred and fifty-six dollars. Monongahela River.  
Vol. 30, p. 1135.  
Ante, p. 864.
- Improving harbor at Michigan City, Indiana: For completing improvement of outer harbor, one hundred and ninety-five thousand dollars. Michigan City, Ind.
- Improving harbor at New Haven, Connecticut: For continuing improvement, fifty thousand dollars. New Haven, Conn.
- Improving waterway from Norfolk, Virginia, to sounds of North Carolina: For continuing improvement of Deep Creek, Virginia, Turners Cut, Croatan Sound, and Pasquotank River, North Carolina, two hundred thousand dollars. Norfolk, Va., waterway.
- Improving Ohio River below Pittsburgh, Pennsylvania: For continuing construction of Dams Numbered Thirteen and Eighteen, four hundred and seventy thousand dollars. Ohio River.  
Dams 13 and 18.
- Improving Osage River, Missouri: For completing construction of lock and dam, one hundred and forty-six thousand dollars. Osage River, Mo.
- Improving Ocmulgee River, Georgia: For continuing improvement, forty thousand dollars. Ocmulgee River, Ga.
- Harbor of refuge at Portage Lake, Michigan: For completing improvement, eighty-five thousand dollars. Portage Lake, Mich.

- Patapsco River, Md.** Improving Patapsco River, Maryland: For continuing improvement of channel to Baltimore, three hundred and twenty-four thousand six hundred and forty-eight dollars.
- Potomac River.** Improving Potomac River: For completing improvement below the city of Washington, fifty-two thousand dollars.
- Pascagoula River and Horn Island Harbor, Miss.** Improving Pascagoula River and Horn Island Harbor, Mississippi: For completing improvement, two hundred and sixty-seven thousand six hundred dollars.
- Racine, Wis.** Improving harbor at Racine, Wisconsin: For completing improvement, sixty-seven thousand six hundred and fifty dollars.
- St. Joseph, Mich.** Improving harbor at Saint Joseph, Michigan: For continuing improvement, two hundred and fifty-three thousand nine hundred and fifty dollars.
- Savannah River, Ga.** Improving Savannah River, Georgia: For continuing improvement between Augusta and Savannah, sixty-four thousand dollars.
- Sand beach (Harbor Beach), Mich.** Harbor of refuge at Sand Beach, Michigan: For continuing improvement and repairs, one hundred and fifty thousand dollars.
- Sheboygan, Wis.** Improving harbor at Sheboygan, Wisconsin: For completing improvement, fifty-two thousand dollars.
- San Francisco, Cal.** Improving harbor at San Francisco, California: For continuing improvement by the removal of Arch and Shag rocks, one hundred and seventy thousand dollars.
- Sacramento, Cal.** Improving Sacramento River, California: For continuing improvement from the city of Sacramento to the mouth of the river, sixty thousand dollars.
- Tampa Bay, Fla.** Improving Tampa Bay, Florida: For continuing improvement of channel from the Gulf of Mexico to Port Tampa, one hundred and thirty-five thousand dollars.
- Toledo, Ohio.** Improving harbor at Toledo, Ohio: For continuing improvement, one hundred and thirty-two thousand five hundred dollars.
- Union River, Me.** Improving Union River, Maine: For completing improvement, one hundred and fifteen thousand dollars.
- Upper White River, Ark.** Improving Upper White River, Arkansas: For continuing improvement by the construction of Lock and Dam Numbered Two, one hundred and fifty thousand dollars, to be done by contract or otherwise, as in the judgment of the Secretary of War may be most economical and advantageous to the Government.
- Wilmington, Del.** Improving harbor at Wilmington, Delaware: For completing improvement of Wilmington Harbor and Christina River, two hundred thousand dollars.
- Warrior and Tombigbee rivers, Ala. and Miss.** Improving Warrior and Tombigbee Rivers, Alabama and Mississippi: For continuing improvement of Warrior River by the construction of the three locks and dams next below Tuscaloosa, two hundred thousand dollars.
- \* \* \* \* \*
- Head of Passes to Ohio River.** Improving the Mississippi River: For continuing improvement of Mississippi River from Head of the Passes

to the mouth of the Ohio River, including salaries and clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million two hundred and fifty thousand dollars.

Improving the Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: For continuing improvement from the mouth of the Ohio River to Saint Paul, Minnesota, two hundred and fifty thousand dollars.

Mouth of  
Ohio to St.  
Paul.

\* \* \* \* \*

For improving the Missouri River from its mouth to Sioux City, Iowa: For continuing the improvement, including salaries and expenses of the Missouri River Commission, two hundred and fifty thousand dollars, to be expended under the direction of the Secretary of War in the improvement of the river at such localities as may be absolutely necessary in order to preserve existing improvements and to prevent threatened damage near Rulo, Nebraska, and other points; said work to be done according to plans and specifications to be made by the Missouri River Commission and approved by the Chief of Engineers: *Provided*, That the Secretary of War is authorized in his discretion to expend for improvement of the Missouri River at Sioux City, Iowa, so much as he may deem advisable, not to exceed twenty thousand dollars, of the appropriation of one hundred and seventy thousand dollars made by the act approved March third, eighteen and ninety-nine, for improving the Missouri River above Sioux City to and including Bismarck, and the sum of ten thousand dollars additional to the amount already apportioned from the said appropriation of one hundred and seventy thousand dollars for improving the said river at Elk Point, South Dakota, shall be expended at that place.

Expenses,  
etc.

Rulo, Nebr.

*Proviso.*

Sioux City,  
Iowa.

Vol. 30, p.  
1147.  
*Ante*, p. 881.

Elkpoint, S.  
Dak.

\* \* \* \* \*

For the repair of the jetty at the mouth of Columbia River, Oregon and Washington, including repairs to wharves, approaches, tramway, plant, quarters, and buildings, and contingent expenses, two hundred and fifty thousand dollars.

Columbia  
River, Oreg.  
and Wash.

\* \* \* \* \*

CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars: *Provided*, That so much of the Act of March third, eighteen hundred and ninety-nine, as provides that the members of the California Débris Commission shall receive only actual expenses in lieu of mileage while traveling on duty is hereby repealed, and hereafter the officers of the commission shall receive the mileage allowed by law.

California  
Débris Com-  
mission.  
Vol. 27, p.  
507.

*Ante*, p. 659.

*Proviso.*  
Mileage of  
officers.  
Vol. 30, p.  
1109.  
*Ante*, p. 842.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City;

New York  
Harbor.

Inspectors,  
etc. For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

Vessels. For pay of crews and maintenance of five steam tugs and three launches, fifty-eight thousand three hundred and forty dollars;

Tug *Argus*. For new boiler and installing same, and generally overhauling steam tug *Argus*, seven thousand five hundred dollars;

In all, seventy-six thousand one hundred dollars.

\* \* \* \* \*

Approved, June 6, 1900.

Jan. 14, 1901.  
Vol. 31, p. 729.

**CHAP 11.**—An Act Permitting the building of a dam across the Osage River at the city of Warsaw, Benton County, Missouri.

Warsaw, Mo.,  
may dam Osage  
River.

*Provisos.*  
Changes in  
construction.

Litigation.

Amendment.

*Proviso.*

Fishways.

Completion.

*Provisos.*  
Hydraulic  
works not to  
be impaired.

Damages.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the city of Warsaw, being a city incorporated and organized under the laws of the State of Missouri, its successors or assigns, to construct, erect, and maintain a dam across the Osage River, in Benton County, in the State of Missouri, at said city of Warsaw, and all work necessarily incident thereto: *Provided*, That the said city of Warsaw, its successors or assigns, shall make such change and modification in the works as the Secretary of War may from time to time deem necessary in the interest of navigation, at its own cost and expense: *Provided further*, That in case any litigation arises from the building of said dam, the maintaining of the same, or from the obstruction of the said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the State of Missouri and the courts of the United States.

**SEC. 2.** That the right to amend, alter, or repeal this Act is hereby expressly reserved: *And provided further*, That suitable fishways shall be constructed and maintained at said dam by said city, its successors and assigns, as may be required from time to time by the United States Fish Commissioner.

**SEC. 3.** That this Act shall be null and void unless the dam herein authorized shall be completed within three years of the date hereof: *And provided further*, That such dam shall be constructed in such manner as not to injure or diminish the water power of any person or company having a dam or hydraulic works constructed: *And provided further*, That before the construction of said dam compensation shall be made to any person or company whose lands may be taken or overflowed in the construction or maintenance of such dam, in accordance with the laws of the State of Missouri.

Approved, January 14, 1901.

**CHAP. 344.**—An Act Permitting the building of two dams across the Savannah River above the city of Augusta in the State of Georgia.

Feb. 8, 1901.  
Vol. 31, p. 763.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to Twin City Power Company, a corporation organized under the laws of the State of South Carolina, its successors or assigns, to construct, erect, and maintain a dam across the Savannah River at or near where Dortons Creek, in the county of Edgefield, State of South Carolina, empties into the Savannah River, and all works incident thereto in the utilization of the power thereby developed; and also a dam across the said river at or near the southern end of Prices Island in said river, and about five miles from the mouth of Dortons Creek, and all works incident thereto in the utilization of the power thereby developed: *Provided*, That each of the dams constructed shall be provided with an accessible lock of such capacity as may be prescribed by the Secretary of War: *Provided also*, That the plans for the construction and maintenance of said dams and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such dam or dams, and that the said Twin City Power Company shall not deviate from such plans after such approval, either before or after completion of the same, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *Provided further*, That in case any litigation arises from the building of said dam or dams, the maintaining of the same, or from the obstruction of said river by the said dam or dams or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the States of South Carolina and Georgia, and the courts of the United States.

Twin City Power Co. may dam Savannah River at Dortons Creek, S. C.

—also at Prices Island, etc.

*Provisos.*

Locks.

Secretary of War to approve plans, etc.

*Litigation,*

*Amendment.*

*Proviso.*

Fishways.

*Completion.*

*Provisos.*

No injury to existing hydraulic works.

**SEC. 2.** That the right to amend or repeal this Act is hereby expressly reserved: *And provided further*, That suitable fishways shall be constructed and maintained at said dams by said company, its successors and assigns, as may be required from time to time by the United States Fish Commissioner.

**SEC. 3.** That this Act shall be null and void unless one of the said dams herein authorized shall be completed within five years from the passage of this Act, and unless both dams shall be completed within the same time the rights and privileges hereby granted shall cease and be determined so far as pertains to the incomplete dam: *And provided further*, That such dam or dams shall be constructed in such manner as not to injure or diminish the water power of any person or company having a dam or hydraulic works already constructed: *And provided*

Damages.

further, That before the construction of either of said dams compensation shall be made to any person or company whose lands may be taken or overflowed in the construction or maintenance of such dam or dams, in accordance with the laws of the State where said lands may be situate.

Approved, February 8, 1901.

Feb. 8, 1901.  
Vol. 31, p. 763.

**CHAP. 345.**—An Act To authorize the construction and to maintain a dam and wagon bridge across Twelve-Mile Bayou, in the parish of Caddo, in the State of Louisiana.

Shreveport  
Water Works  
Co. may dam,  
etc., Twelve-  
mile Bayou, La.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Shreveport Water Works Company, of the city of Shreveport, Louisiana, is hereby authorized to construct and maintain a dam and wagon bridge across Twelve-Mile Bayou, in the parish of Caddo, in said State, and to connect said Twelve-Mile Bayou with Cross Bayou by means of a canal: *Provided*, That the plans and location of such structures shall be submitted to the Secretary of War for his approval, and until the said plans and location are approved by him the work herein authorized shall not be commenced or built.

*Proviso.*

Secretary of  
War to ap-  
prove plans.

Amendment.  
Completion.

Congress reserves the right to alter, amend, or repeal this Act, and that the said dam and wagon bridge shall be completed within three years after the passage of this Act.

Approved, February 8, 1901.

Feb. 8, 1901.  
Vol. 31, p. 764.

**CHAP. 346.**—An Act Granting to Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois.

Keokuk and  
Hamilton Wa-  
ter Power Co.  
may dam, etc.,  
Mississippi  
River in Han-  
cock County,  
Ill.

Vol. 33, p. 56.  
Post, p. 1043.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Keokuk and Hamilton Water Power Company, a corporation created and organized under the laws of the State of Illinois, its successors and assigns, to erect, construct, operate, and maintain a canal along the east bank of the Mississippi River, between Nauvoo and Hamilton, in Hancock County, in the State of Illinois, to erect, construct, operate, and maintain a power station thereon, and to project, erect, construct, operate, and maintain a wing dam five hundred feet into the river from the head of the said canal, and to make such other dams and improvements as may be necessary within said limits for the development of water power and the generation, use, and transmission therefrom of electric energy and power at



in, and upon the Des Moines Rapids of the Mississippi River: *Provided*, That the construction hereby authorized do not in any way interfere with the existing low-water channel over the Des Moines Rapids or with the interests of navigation: *And provided further*, That until the plans and location of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War the canal or other improvements shall not be commenced or built.

*Provisos.*  
Existing low-water channel, Des Moines Rapids, etc.  
Approval of plans.

SEC. 2. That this Act shall be null and void if actual construction of the works herein authorized be not commenced within three years and completed within six years from the date hereof.

Commencement and completion.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 8, 1901.

**CHAP. 358.**—An Act Authorizing the Mount Carmel Development Company to draw water from Wabash River at Grand Rapids, Wabash County, Illinois.

Feb. 12, 1901.  
Vol. 31, p. 785.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Mount Carmel Development Company, a corporation chartered by the State of Illinois as of the date of October twenty-sixth, nineteen hundred, be, and the same is hereby, authorized and empowered to draw, by canal, flume, or race, from the pool of the Grand Rapids dam of the Wabash River, in the county of Wabash and State of Illinois, such supply of water as may be necessary or required for the purposes of said corporation during the continuance of said corporation: *Provided*, That such withdrawal of water shall not be so great as to be detrimental to the navigation of said Wabash River, and shall be under the direction and control of the Secretary of War: *And provided further*, That the said corporation shall submit detailed plans, showing the location and method of construction of said canal, flume, or race, to the Secretary of War for approval; and until he shall approve the same the work hereby authorized shall not be commenced.

Mount Carmel Development Co. may draw water from Wabash River at Grand Rapids, Ill.

*Provisos.*  
—control of supply, etc.

Secretary of War to approve plans.

Approved, February 12, 1901.

**CHAP. 377.**—An Act Amending the Act providing for the appointment of a Mississippi River Commission, and so forth, approved June twenty-eighth, eighteen hundred and seventy-nine.

Feb. 18, 1901.  
Vol. 31, p. 792.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That an Act entitled "An Act to provide for the appointment of a Mississippi River Commission, for the improvement of said river from the Head of the Passes

Mississippi River Commission.

Vol. 21, p. 38  
amended.

*Ante*, p. 304.

Offices of  
Commission.

—meetings.

near its mouth to its head waters," approved June twenty-eighth, eighteen hundred and seventy-nine, be amended by adding thereto the following section:

"SEC. 8. That the headquarters and general offices of said commission shall be located at some city or town on the Mississippi River, to be designated by the Secretary of War, and the meetings of the commission except such as are held on Government boats during the time of the semiannual inspection trips of the commission shall be held at said headquarters and general offices, the times of said meetings to be fixed by the president of the commission, who shall cause due notice of such meetings to be given members of the commission and the public."

Approved, February 18, 1901.

Feb. 23, 1901.

Vol. 31, p. 804.

**CHAP. 470.**—An Act To declare a branch of the Mississippi River opposite the city of La Crosse, Wisconsin, and known as West Channel, to be unnavigable, and that the said city be relieved of necessity of maintaining a draw or pontoon bridge over said West Channel.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the branch of the Mississippi River flowing between Grand Island and the mainland opposite the city of La Crosse, State of Wisconsin, and known as the West Channel, be, and the same is hereby, declared unnavigable, and the said city of La Crosse is, from and after the passage of this Act, relieved of the necessity of maintaining a draw or pontoon bridge over said West Channel.

Approved, February 23, 1901.

Mississippi  
River.  
West chan-  
nel declared  
unnavigable.  
City of La  
Crosse exempt-  
ed from main-  
taining bridge.

Feb. 27, 1901.

Vol. 31, p. 815.

**CHAP. 614.**—An Act To amend an act granting to railroads the right of way through the public lands of the United States, approved March third, eighteen hundred and seventy-five.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all lands in the State of Minnesota described in and withdrawn from sale by the proclamations of the President of the United States for the reason that said lands would be required for or subject to flowage in the construction of dams, reservoirs, and other works proposed to be erected for the improvement of the navigation of the Mississippi River and certain of its tributaries, be, and the same are hereby, declared to be, and to have been at all times heretofore, subject to the provisions of a certain Act of Congress entitled "An Act granting to railroads the right of way through the public lands of the United States," approved March third, eighteen hundred and seventy-five, as fully, effectually, and to the same

Minnesota.  
Certain wa-  
ter-reserve  
lands declared  
subject to rail-  
road rights of  
way on public  
lands.  
Vol. 18, p.  
482.

*Ante*, p. 251.

extent as though said lands had not been described in said proclamations, or withdrawn from sale thereby, but had remained with the body of public lands subject to private entry and sale: *Provided, however,* That any and all parts of said lands acquired by any railroad company under said Act of Congress shall at all times be subject to the right of flowage which at any time may become necessary in the construction or maintenance of dams, reservoirs, or other works which may be constructed or erected by or under the authority of the United States for the improvement of the navigation of the Mississippi River and its tributaries: *Provided further,* That the railroad companies availing themselves of this Act shall, in addition to filing the maps now required by law to be filed, also file maps of definite location with elevation of rail of their lines of railroad over said water-reserve lands in the office of the Secretary of War; and no location shall be permitted which takes for right of way or stations or interferes with submergence of lands needed for the use of the present reservoir system, or in the construction of dams or other works, or any proposed or probable extension of the same, or which will obstruct or increase the cost of the present or prospective reservoir system: *Provided further,* That the plan for the location and construction of any such railway, or any part thereof, shall be first submitted to the Secretary of War and approved by him and by the Chief of Engineers of the United States Army.

*Provisos.*

Right of flowage for improvement of Mississippi River reserved.

Railroads to file maps of definite location.

—locations prohibited.

Secretary of War to approve plans.

Approved, February 27, 1901.

**CHAP. 672.**—An Act To extend the time granted to the Muscle Shoals Power Company by an Act approved March third, eighteen hundred and ninety-nine, within which to commence and complete the work authorized in said Act to be done by said company. Mar. 1, 1901.  
Vol. 31, p. 846.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time allowed the Muscle Shoals Power Company by section two of an Act entitled "An Act granting to the Muscle Shoals Power Company right to erect and construct canal and power stations at Muscle Shoals, Alabama," approved March third, eighteen hundred and ninety-nine, to commence and complete the work therein authorized to be done, be extended so that unless the work authorized to be done in said Act be commenced within two years and completed within four years from the date of this Act the privileges granted to said company by said first-mentioned Act shall cease and be determined.

Time extended to Muscle Shoals Power Co. to complete canal, etc., at Muscle shoals, Ala.  
Vol. 30, p. 1351.  
*Ante*, p. 903.  
Vol. 31, p. 274.  
*Ante*, p. 910.  
Vol. 32, p. 839.  
*Post*, p. 1034.

Approved, March 1, 1901.

Mar. 1, 1901.  
Vol. 31, p. 1760.

**CHAP. 679.**—An Act For the relief of Franklin Lee and Charles F. Dunbar.

Franklin Lee  
and Charles F.  
Dunbar.

Payment to.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and is hereby, authorized and directed to pay to Franklin Lee, of Buffalo, New York, and Charles F. Dunbar, of Erie, Pennsylvania, now of Buffalo, New York, the sum of ten thousand two hundred dollars, the same being for extra blasting of rock in the channel between piers of entrance to the harbor of Ashtabula, Ohio, performed by them under the direction of Major G. L. Gillespie, an officer of the Corps of Engineers, United States Army, and the amount aforesaid is hereby appropriated for the purpose aforesaid out of any money in the Treasury not otherwise appropriated.

Approved, March 1, 1901.

Mar. 2, 1901.  
Vol. 31, p.  
1789.

**CHAP. 822.**—An Act For the relief of Olivia M. Clifford.

Olivia M.  
Clifford.  
Claim of, re-  
ferred to Court  
of Claims.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the claim of Olivia M. Clifford for compensation for the alleged use and occupation by the United States, through its Corps of Engineers, of two certain docks or piers located in the Erie Basin, at the city of Buffalo, in the State of New York, while engaged in building the new breakwater, from January eighth, eighteen hundred and eighty-seven, to July eighth, eighteen hundred and ninety-one, be, and the same is hereby, referred to the Court of Claims to hear and determine the same to final judgment, notwithstanding the bar of the statute of limitations, with the right of appeal as in other cases.

Approved, March 2, 1901.

Mar. 3, 1901.  
Vol. 31, pp.  
1010, 1053,  
1054.

**CHAP. 831.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and one, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred and one, and for prior years, and for other objects hereinafter stated, namely:

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\*

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\*

\*

SEC. 2. That for the payment of the following claims, certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-eight, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Document Numbered Three hundred and fifty-nine, Fifty-sixth Congress, second session, there is appropriated as follows:

Vol. 18, p.  
110.  
*Ante*, p. 225.

Vol. 23, p.  
254.

\* \* \* \* \*

CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.

Claims allowed by Auditor for War Department.

\* \* \* \* \*

For operating snagboats on the Ohio River, twenty-two cents.

For expenses California Débris Commission, four dollars and thirty-seven cents.

\* \* \* \* \*

Approved, March 3, 1901.

**CHAP. 853.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and two, and for other purposes.

Mar. 3, 1901.  
Vol. 31, pp.  
1133, 1168,  
1170, 1173.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and two, namely:

Appropriations for sundry civil expenses.

\* \* \* \* \*

Toward the enlargement of Governor's Island, two hundred thousand dollars<sup>a</sup>; \* \* \* in accordance with the plan reported by a board composed of Major-General John R. Brooke, Colonel George L. Gillespie, and Colonel Amos S. Kimball, dated July twenty-first [August seventeenth], nineteen hundred, \* \* \*

Governors Island. Enlarging, etc.

\* \* \* \* \*

Toward the construction of works on harbors and rivers, under contract or otherwise, and within the limits authorized by law, namely:

River and harbor improvements.

<sup>a</sup> All of this appropriation is for work assigned to Engineer Department, viz, enlargement, dredging, and construction of wharf.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

- Locks, etc.,  
Allegheny River, Pa. Locks and dams in Allegheny River, Pennsylvania: For continuing construction of locks and dams at Herr Island, above the head of Six-mile Island, and at Springdale, one hundred and twenty-six thousand dollars.
- Bayou Plaquemine, La. Improving Bayou Plaquemine, Louisiana: For completing improvements, two hundred and ten thousand dollars.
- Buffalo, N. Y. Improving harbor at Buffalo, New York: For continuing improvement, four hundred thousand dollars.
- Cumberland Sound, Ga. and Fla. Improving Cumberland Sound, Georgia and Florida: For continuing improvement, two hundred thousand dollars.
- Harbor of refuge, Delaware Bay. Harbor of refuge, Delaware Bay, Delaware: For continuing construction, two hundred and thirteen thousand dollars.
- Duluth, Minn., and Superior, Wis. Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, three hundred and twenty thousand dollars.
- Grays Harbor, Wash. Improving Grays Harbor, Washington: For continuing improvement of harbor and bar entrance, one hundred and thirty-eight thousand two hundred and twenty-five dollars.
- Illinois and Mississippi Canal. Illinois and Mississippi Canal: For continuing construction, nine hundred and seventy-five thousand dollars.
- Kentucky River, Ky. Improving Kentucky River, Kentucky: For continuing improvement, one hundred and fifty thousand dollars.
- Waterway from Keweenaw Bay to Lake Superior, Mich. Improving waterway from Keweenaw Bay to Lake Superior, Michigan: For continuing improvement of water communication across Keweenaw Point, one hundred and forty-five thousand dollars.
- Portland, Me. Improving harbor at Portland, Maine: For continuing improvement, twenty-one thousand dollars.
- Providence River and Narragansett Bay, R. I. Improving Providence River and Narragansett Bay, Rhode Island: For continuing improvement, fifty-nine thousand dollars.
- San Pedro, Cal. Improving harbor at San Pedro, California: For continuing construction of breakwater, one hundred and forty-six thousand dollars.
- Winyah Bay, S. C. Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, five hundred thousand dollars.
- Yazoo River, Miss. Improving Yazoo River, Mississippi: For completing improvement of mouth of Yazoo River and harbor of Vicksburg, five hundred and ten thousand dollars.
- For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows:
- Ashtabula, Ohio. Improving harbor at Ashtabula, Ohio: For continuing improvement, two thousand dollars.
- Boston, Mass. Improving harbor at Boston, Massachusetts: For completing improvement under project for thirty-foot depth through Broad Sound Channel, one hundred and thirty-three thousand dollars.

- Improving harbor at Bridgeport, Connecticut: For continuing improvement, fifty thousand dollars. Bridgeport, Conn.
- Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, one hundred and forty thousand dollars. Gowanus Bay, N. Y.
- Improving Black Warrior River, Alabama: For completing construction of Lock and Dam Numbered Four, above Tuscaloosa, fifty-three thousand six hundred and seventy-six dollars. Black Warrior River, Ala.
- Improving Big Sandy River, West Virginia and Kentucky: For continuing improvement by the construction of two locks and dams between Louisa and mouth of the river, one hundred and forty thousand dollars. Big Sandy River, W. Va., and Ky.
- Improving Calumet Harbor, Illinois: For continuing improvement, two hundred and fifty-five thousand dollars. Calumet Harbor, Ill.
- Improving Congaree River, South Carolina: For continuing improvement from Gervais street bridge, Columbia, to Granby, fifty thousand dollars. Congaree River, S. C.
- Improving Delaware River, Pennsylvania and New Jersey: For continuing improvement, sixty-one thousand five hundred dollars. Delaware River, Pa. and N. J.
- Improving Detroit River, Michigan: For continuing improvement, three hundred and twenty-five thousand dollars. Detroit River, Mich.
- Improving harbor at Everett, Washington: For continuing improvement, ninety thousand dollars. Everett, Wash.
- Improving Hudson River, New York: For continuing improvement, one hundred thousand dollars. Hudson River, N. Y.
- Improving Mississippi River from the mouth of the Ohio to Minneapolis, Minnesota: For continuing improvement between Saint Paul and Minneapolis, one hundred and fifty-seven thousand dollars. Mississippi River from mouth of Ohio to Minneapolis.
- Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, one hundred and thirty thousand dollars. New York Harbor, Ambrose channel.
- Improving harbor at New Haven, Connecticut: For continuing improvements, fifty thousand dollars. New Haven, Conn.
- Improving waterway from Norfolk, Virginia, to sounds of North Carolina: For continuing improvement of Deep Creek, Virginia, Turners Cut, Croatan Sound, and Pasquotank River, North Carolina, twenty-nine thousand eight hundred and seventy dollars. Waterway from Norfolk to sounds of North Carolina.
- Improving Ohio River below Pittsburg, Pennsylvania: For continuing construction of Dams Numbered Thirteen and Eighteen, forty thousand dollars. Ohio River below Pittsburg, Pa.
- Improving Ocmulgee River, Georgia: For continuing improvement, forty thousand dollars. Ocmulgee River, Ga.
- Improving Patapsco River, Maryland: For continuing improvement of channel to Baltimore, four hundred and seventy-five thousand three hundred and fifty-two dollars. Patapsco River, Md.
- Improving Potomac River: For improvement below the city of Washington, ninety-eight thousand dollars. Potomac River.

St. Joseph, Mich.	Improving harbor at Saint Joseph, Michigan: For completing improvement, thirty-eight thousand dollars.
Savannah River, Ga.	Improving Savannah River, Georgia: For continuing improvement between Augusta and Savannah, one hundred thousand dollars.
Tampa Bay, Fla.	Improving Tampa Bay, Florida: For continuing improvement of channel from the Gulf of Mexico to Port Tampa, one hundred and twenty-seven thousand dollars.
Toledo, Ohio, harbor.	Improving harbor at Toledo, Ohio: For continuing improvement, eight thousand dollars.
Warrior and Tombigbee riv- ers, Ala. and Miss.	Improving Warrior and Tombigbee rivers, Alabama and Mississippi: For continuing improvement of Warrior River by the construction of the three locks and dams next below Tuscaloosa, two hundred and forty thousand dollars.
	* * * * *
California Débris Commis- sion. Vol. 27, p. 507. Ante, p. 659.	CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.
New York Harbor.	HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:
Inspectors, etc.	For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;
	For pay of crews and maintenance of five steam tugs and three launches, fifty-eight thousand three hundred and forty dollars;
Repairs, tug Nimrod.	For electric plant and steam steering gear and installing same, and generally overhauling and repairing steam tug Nimrod, four thousand two hundred dollars;
	In all, seventy-two thousand eight hundred dollars.
	* * * * *

Approved, March 3, 1901.

Mar. 3, 1901. **CHAP. 878.**—An Act To authorize the Pigeon River Improvement, Slide, and Boom Company, of Minnesota, to enter upon the Grand Portage Indian Reservation, and improve the Pigeon River in said State at what is known as the cascades of said river.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Pigeon River Improvement, Slide, and Boom Company, a corporation organized and existing under the laws of the State of Minnesota, be, and hereby is, authorized, under such rules and regulations and subject to such conditions and limitations as the Secretary of the Interior may prescribe, to enter upon and improve

Pigeon River Improvement, Slide, and Boom Co. may improve Pigeon River on Grand Portage Indian Reservation, Minn.



the Pigeon River at what is known as the cascades of said river, for the purpose of making said river at said point navigable for floating logs, and to that end to enter upon the unallotted lands, and, with the consent of the allottees, upon any allotted lands, adjacent to said cascades, of the Grand Portage Indian Reservation, in said State, and to construct such sluice dams, wing dams, bulkheads, spill dams, and other works necessary for said purpose, \* \* \* : *Provided*, That said river after being so improved shall be open at all times to the free passage of all timber cut from said Grand Portage Indian Reservation, and to the passage of all other timber for a reasonable charge therefor: *Provided further*, That suitable fishways shall be constructed and maintained by said company, to be approved by the United States Fish Commission.

*Provisos.*

River open to passage of timber.

Fishways.

Approved, March 3, 1901.

**CHAP. 15.**—An Act To authorize the city of Duluth, Minnesota, to construct and maintain, or cause to be constructed and maintained, a car transfer over the Duluth Canal, and for that purpose to occupy certain lands of the United States.

Feb. 7, 1902.  
Vol. 32, p. 3.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the city of Duluth, Minnesota, is hereby authorized to construct and maintain, or cause to be constructed and maintained, a suspended car transfer, or aerial ferry, over the Duluth Canal on the line of Lake avenue, in said city, and for that purpose to locate the towers and approaches of said structure on the lands of the United States pertaining to said canal, as indicated and set forth on plans and drawings attached to a certain revocable license issued by the Secretary of War to the city of Duluth under date of September sixth, nineteen hundred and one, now on file in the War Department: *Provided*, That in the maintenance of the said structure, and in the use and occupancy of the lands of the United States, the said city of Duluth shall conform to the conditions prescribed and enumerated in the aforesaid revocable license, and to the following additional conditions: \* \* \* *Provided further*, That the city of Duluth shall make any changes in the said structure and any changes in the towers and approaches located on the said lands of the United States which the Secretary of War may from time to time prescribe.

Duluth Canal.  
Duluth, Minn., authorized to construct car transfer across.

*Provisos.*  
Conditions.

Changes.

**SEC. 2.** That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 7, 1902.

H. Doc. 425, 58-3, vol 2—27

Feb. 14, 1902.  
Vol. 32, pp.  
5, 28, 29.

**CHAP. 17.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and two, and for prior years, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred and two, and for prior years, and for other objects herein-after stated namely:

<p>Urgent deficiencies appropriations.</p> <p>Claims certified by accounting officers.</p> <p>Vol. 18, p. 110. <i>Ante</i>, p. 225.</p> <p>Vol. 23, p. 254.</p>	<p style="text-align: center;">*            *            *            *            *</p> <p><b>SEC. 2.</b> That for the payment of the following claims, certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-nine, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Documents Numbered Two hundred and forty-eight and Two hundred and sixty-four, and Senate Document Numbered One hundred and forty-eight and One hundred and fifty-eight, reported to Congress at its present session, there is appropriated as follows:</p> <p style="text-align: center;">*            *            *            *            *</p>
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Claims allowed by Auditor for War Department.

**CLAIMS ALLOWED BY THE AUDITOR FOR THE WAR DEPARTMENT.**

<p style="text-align: center;">*            *            *            *            *</p> <p>For improving Columbia River, Washington, forty-four cents.</p> <p>For expenses California Débris Commission, one dollar and fifty-two cents.</p> <p style="text-align: center;">*            *            *            *            *</p> <p>Approved, February 14, 1902.</p>
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Feb. 26, 1902.  
Vol. 32, p. 41.

**CHAP. 32.**—An Act Granting to the White River Railway Company the right to construct, maintain, and operate a single-track railway across the lands of the United States in the south half of the southwest quarter of section twenty-two, township fourteen north, range eight west of the fifth principal meridian, in the county of Independence, in the State of Arkansas, reserved for use in connection with the construction of Lock Numbered Three, Upper White River, Arkansas.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

*bled*, That the White River Railway Company, a corporation created and existing under and by virtue of the laws of the State of Arkansas, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a single-track railway over and across the lands of the United States in the south half of the southwest quarter of section twenty-two, township fourteen north, range eight west of the fifth principal meridian, in the county of Independence, in the State of Arkansas, reserved for use in connection with the construction of Lock Numbered Three, Upper White River, Arkansas, said railway to be constructed, maintained, and operated upon the following terms and conditions, to wit: The railway track so authorized shall be carried across the above-described land on a trestle affording not less than thirteen feet longitudinal clearance between bents, the cap timbers of said trestle to be not over twelve feet in length, and the batter of the inclined posts not to exceed three inches horizontal distance to one foot vertical distance. Said White River Railway Company, its successors and assigns, shall build and maintain, at their own expense, at some near-by point, a siding or spur track from which the United States can receive and forward freight, either in carload lots or less than car-load lots. Said railway company shall, during the time of the construction of the lock and dam, establish Lock Numbered Three as a flag station for all trains carrying passengers. Said White River Railway Company shall not use the river banks within a distance of one hundred and fifty feet above and below the limits of the lock walls of said Lock Numbered Three as a place for depositing spoil and waste, except under such conditions as may be approved by the United States engineer officer in charge of the improvements of Upper White River, Arkansas.

Lock No. 3,  
upper White  
River, Ark.  
White River  
Railway Co.  
granted right  
of way  
through lands.

Construc-  
tion.

Siding.

Flag station.

Restriction.

Rights re-  
served.

SEC. 2. That there is hereby specially reserved to the United States the right to erect chutes or other structures over and under said trestle, in such manner as not to interfere with the movement of trains; to load or unload cars while on the main track of said railway in the vicinity of Lock Numbered Three, provided regularly scheduled trains shall not be thereby delayed; and to build temporary warehouses and other structures, not only along said railway trestle, but also along the railway track adjacent to said reservation for said Lock Numbered Three, on each side thereof, and as close thereto as can be done without interfering with the safe movement and operation of trains, and the said White River Railway Company shall permit the United States to enter upon its right of way adjacent to the Government reserve for the purpose of so doing: *Provided*, That the United States in exercising its right to excavate under the aforesaid trestle will not be responsible to the said railway company, its

*Proviso.*  
Nonresponsi-  
bility of the  
United States.

employees, passengers, patrons, or the public for any delay or injury caused by said excavation.

Secretary of  
War to ap-  
prove work.

SEC. 3. That all work done by said White River Railway Company under this Act shall be subject at all times during and after its completion to the approval of the Secretary of War, and shall be done under the supervision of the engineer officer of the United States Army in charge of the improvement of Upper White River, Arkansas.

Amendment.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 26, 1902.

Mar. 10, 1902.  
Vol. 32, p. 55.

**CHAP. 141.**—An Act Authorizing the Missouri and Meramec Water Company to take water from the Missouri River, and to construct and maintain a dam or other devices for that purpose.

Missouri  
River.  
Missouri and  
Meramec Wa-  
ter Co. may  
dam, etc.  
Water sup-  
ply.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Missouri and Meramec Water Company, a corporation organized and existing under the laws of the State of Missouri, its successors and assigns, be, and they are hereby, authorized and empowered to draw, by canal, flume, or race, from the Missouri River, at or near a point about eight miles above Creve Coeur Lake, in the county of Saint Louis, in the State of Missouri, such supply of water as may be necessary or required for the purposes of said corporation, and to conduct and discharge said water not otherwise used at a point on the Meramec River in the neighborhood of Meramec Highlands, in the county of Saint Louis and State of Missouri; also to erect, construct, operate, and maintain for that purpose such dams (including a weir dam in the Missouri River at the head of said canal), regulating devices, locks, and other structures and improvements as may be required: *Provided*, That such withdrawal and discharge at any time of water shall not be so great as to interfere with the navigation of said Missouri or Meramec River: *And provided further*, That said corporation shall submit detailed plans showing the location and method of constructing said dams, devices, locks, and other structures and canal to the Secretary of War for his consideration and approval, and until the plans and location of the work herein authorized, so far as they affect the navigation of said rivers, shall have been approved by the Secretary of War they shall not be commenced or built.

*Provisos.*  
Unobstruct-  
ed navigation.

Secretary of  
War to ap-  
prove plans,  
etc.

Time of con-  
struction.

SEC. 2. That unless the work herein authorized be commenced within one year and completed within five years from the date hereof the privileges granted shall cease and determine.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 10, 1902.

**CHAP. 586.**—An Act Granting to the Mobile, Jackson and Kansas City Railroad Company the right to use for railroad purposes the tract of land at Choctaw Point, Mobile County, Alabama, and now held for light-house purposes.

Apr. 23, 1902.  
Vol. 32, p. 119.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in consideration of provisions hereinafter contained there is hereby granted to the Mobile, Jackson and Kansas City Railroad Company the right to build and construct wharves, docks, piers, and other structures for use in the operation of its railroad upon the tract of land at Choctaw Point, Mobile County, Alabama, and now held by the United States for light-house purposes, and to lay its tracks upon and over said wharves, docks, and piers: *Provided, however,* That at least three hundred feet of said wharves, docks, and piers shall be designated and set apart, subject to the approval of the Light-House Board, for the exclusive use of the United States for light-house purposes, which said wharves, docks, and piers so designated and set apart shall be maintained and kept in repair by the said railroad company, and the water approaches thereto kept dredged at the United States dredged channel depth without cost to the United States.

Choctaw Point, Mobile Harbor, Ala.  
Right of way, etc., to Mobile, Jackson and Kansas City Railroad Co.

*Proviso.*  
Reservation for light-house.

Maintenance of channel.

\* \* \* \* \*

Approved, April 23, 1902.

[No. 16.] Joint Resolution Providing for a modification in the adopted project for the improvement of Everett Harbor, Washington.

Apr. 23, 1902.  
Vol. 32, p. 739.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That in carrying on the work of improvement of Everett Harbor, Washington, authorized in the river and harbor Act of March third, eighteen hundred and ninety-nine, the Secretary of War may, in his discretion, abandon the dredging and improvement of Old River, and any balance heretofore appropriated or authorized for the present approved project may be used for the widening or deepening of the harbor basin and channel through the tide flats, and the Secretary of War may take such steps as may seem to him desirable to protect and conserve the work as performed.

Everett Harbor, Wash.  
Improvement plans modified.  
Vol. 30, p. 1133.  
*Ante*, p. 861.

Approved, April 23, 1902.

May 3, 1902.  
Vol. 32, p. 189.

**CHAP. 684.**—An Act To grant a right of way to the Warrior Southern Railway Company through the tract of land in the State of Alabama reserved for the use of the United States in connection with the improvement of the Black Warrior River and known as Lock Four.

Lock No. 4,  
Black Warrior  
River, Ala.  
Warrior  
Southern Rail-  
way granted  
right of way  
through reser-  
vation for.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a right of way is hereby granted to the Warrior Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Alabama, for the construction, operation, and maintenance of the railroad contemplated by said company to be constructed from Searcy up the left bank of the Black Warrior River, in the State of Alabama, through and across that certain tract of land situate, lying, and being upon the said Black Warrior River, in section two, township twenty-one south, range nine west, in the said State of Alabama, which has been reserved and appropriated to the use of the United States in connection with the improvement of the channel of the said Black Warrior River at the point known as Lock Numbered Four; and said company is hereby authorized to locate, construct, operate, and maintain its said railroad through and across said tract of land over so much of said tract of land as shall be included within lines drawn parallel to and eight feet distant on either side from the center line of the main track of said railroad as so located: *Provided, however,* That the location and all details of construction, such as retaining walls, culverts, spoil banks, and so forth, of said railroad through and across said tract of land shall be first approved by the Secretary of War and shall be such as not to unreasonably interfere with the purposes for which said tract of land was reserved to the United States: *And provided further,* That the said company shall, at its own expense, but under the direction and with the approval of the Secretary of War, move any and all building or buildings and structure or structures heretofore erected by the United States upon said tract of land, and which may interfere with the construction and operation of said railroad as so located, to some other point or points upon said tract of land equally available and suitable for the use of the United States and the purposes for which such building or buildings, structure or structures, were erected: *And provided further,* That the said company shall secure and grant to the United States full and free authority to construct, operate, and maintain a telephone line along the right of way of said railroad and connecting lines between Tuscaloosa and the junction of said railroad with the Ensley Southern Railway on the Locust Fork of the Black Warrior River: *And provided further,* That the said company shall build and permanently maintain, without cost to the United States, a side track at the lower end of said tract of land for the exclusive

*Provisos.*

Location to  
be approved by  
Secretary of  
War.

Removal of  
buildings, etc.

Telephone.

Side track.

and free use of the United States: *Provided, also*, That the Warrior Southern Railway Company and its assigns shall not charge the United States for freight shipped over its lines rates higher than those charged any private party.

Freight charges.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, May 3, 1902.

[No. 29.] Joint Resolution Authorizing the use and improvement of Governors Island, Boston Harbor.

June 5, 1902.  
Vol. 32, p. 743.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War is hereby authorized to permit the city of Boston, in the State of Massachusetts, to improve and beautify Governors Island, or a portion thereof, situated in said city and belonging to the United States, in connection with mooring berths to be built adjoining said island, and to make such excavations and fillings and erect and maintain such structures as may be considered proper for the purpose; all upon plans to be previously approved by the Secretary of War: *Provided*, That the permission given pursuant to this resolution shall not pass any right or title in said island, but shall be revocable at will by the Secretary of War, and the ownership of said island shall remain entirely in the United States, and it shall be subject to such uses for military or other purposes as the Secretary of War may at any time direct.

Governors Island, Boston Harbor, Mass. Permission granted city of Boston to improve and beautify.

Proviso. Revocable permit.

Approved, June 5, 1902.

**CHAP. 1079.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

June 13, 1902.  
Vol. 32, p. 331.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Rivers and harbors appropriations.

Improving harbor at Sullivan Falls, Maine: Continuing improvement, five thousand dollars.

Harbors. Sullivan Falls, Me.

Improving Bucksport Harbor, Maine, in accordance with the project submitted in House Document Numbered Two hundred and seventy-five, Fifty-sixth Congress,

Bucksport Harbor, Me.

first session, completing improvement, twenty thousand dollars.

Vinalhaven, Me. Improving Carvers Harbor, at Vinalhaven, Maine: Continuing improvement, twenty thousand dollars.

Camden, Me. Improving harbor at Camden, Maine: Completing improvement of outer harbor in accordance with the report submitted in House Document Numbered Two hundred and sixty-three, Fifty-sixth Congress, first session, seven thousand four hundred dollars.

Isles of Shoals, Me. Improving harbor at Isles of Shoals [<sup>a</sup>], Maine: Completing improvement in accordance with the report submitted in House Document Numbered Two hundred and fifty-five, Fifty-sixth Congress, first session, thirty thousand dollars.

Little Harbor, N. H. Improving harbor of refuge at Little Harbor, New Hampshire: Completing improvement, thirteen thousand dollars.

Burlington, Vt. Improving harbor at Burlington, Vermont: For repairs and maintenance, fifty-seven thousand seven hundred and fifty dollars.

Newburyport, Mass. Improving harbor at Newburyport, Massachusetts: Continuing improvement, thirty thousand dollars.

Sandy Bay, Cape Ann, Mass. Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, two hundred thousand dollars: *Provided*, That no part of this amount

*Report on project.* shall be expended until the said project shall have been examined by a board of engineers and a favorable report made by them upon the feasibility and advisability of continuing said project to completion. And the said board shall also report whether with advantage any part of said original project can be completed, and if so what part, and whether any modification can be made therein with a view to diminishing the cost: *Provided further*, That said board shall examine and report not later than three months from the passage of this Act; and whether in said report the original project be approved or the same be modified, the sum herein appropriated shall be expended on the original or modified project.

Time limit. Improving harbor at Rockport, Massachusetts: Completing improvement of breakwater and pier in accordance with the report submitted in House Document Numbered Three hundred and sixty-three, Fifty-sixth Congress, first session, twenty-two thousand dollars.

Rockport, Mass. Improving harbor at Gloucester, Massachusetts: Continuing improvement, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the approved project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and

<sup>a</sup> This locality is known also as Gosport Harbor, the village of Gosport being located on Star Island, the principal island of the group.



twenty-seven thousand and eighty-three dollars, exclusive of amounts herein and heretofore appropriated: *Provided further*, That the existing project may be modified so that the breakwater now under construction shall terminate at or near a ledge known as Cat Ledge, about two thousand two hundred and fifty feet from the shore, and the remainder of this appropriation and of the amount herein authorized not required for construction of said breakwater shall be applied toward the work of removing Round Rock in said harbor.

Breakwater.

Removal of  
Round rock.

Improving harbor at Beverly, Massachusetts: Completing improvement in accordance with the report submitted in House Document Numbered One hundred and twenty-nine, Fifty-sixth Congress, second session, ten thousand dollars.

Beverly;  
Mass.

The Secretary of War is hereby authorized and directed to cause a survey and an estimate of cost to be made of a breakwater upon the southerly side of the causeway leading from Marblehead to Marblehead Neck, with a view to protecting the said causeway, which forms one boundary of Marblehead Harbor, from destruction or injury by the sea, and to report to Congress the said estimate; and so much of the one thousand dollars as was appropriated for the repair of the sea wall at Marblehead in the Act of March third, eighteen hundred and ninety-nine, as is expended and may be necessary, is hereby made available for the purposes of said survey and estimate.

Marblehead,  
Mass.  
Survey for  
breakwater.Vol. 30, p.  
1122.  
*Ante*, p. 845.

Improving Lynn Harbor, Massachusetts, in accordance with the report submitted in House Document Numbered Seventy-eight, Fifty-sixth Congress, second session, twenty-five thousand dollars.

Lynn, Mass.

Improving harbor at Manchester, Massachusetts: Continuing improvement, five thousand dollars.

Manchester,  
Mass.

Improving harbor at Boston, Massachusetts: For maintenance and general improvement, one hundred thousand dollars.

Boston, Mass.

For improving said harbor in accordance with the report submitted in House Document Numbered One hundred and nineteen, Fifty-sixth Congress, second session, by providing channels thirty-five feet deep, but modified in width so as to provide a channel one thousand two hundred feet wide from the navy-yard at Charlestown and the Chelsea Bridge and Charles River Bridge to President Roads, and one thousand five hundred feet wide from President Roads by route designated as Number Three, through Broad Sound to the ocean, six hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such material and work as may be necessary for prosecuting said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three million dollars, exclusive of the amount herein appropriated: *Provided further*, That the expenditure hereby authorized shall be made with a view to securing

Channels.

Provisos.  
Contracts.Depth of  
channel.

channels thirty-five feet deep and of a width as uniform as possible.

Cohasset,  
Mass.

Improving harbor at Cohasset, Massachusetts, in accordance with the report submitted in House Document Numbered Two hundred and eighty-four, Fifty-sixth Congress, first session, ten thousand dollars.

Plymouth  
and Provincetown,  
Mass.

Improving harbors at Plymouth and Provincetown, Massachusetts: Continuing improvement and maintenance, fifteen thousand dollars.

Woods Hole,  
Mass.

Improving Woods Hole Channel, Massachusetts: Continuing improvement, twenty thousand dollars.

New Bedford,  
Mass.

Improving harbor at New Bedford, Massachusetts: Completing improvement, thirty-seven thousand seven hundred dollars.

Fall River,  
Mass.

Improving harbor at Fall River, Massachusetts, in accordance with plan Numbered One in the report submitted in House Document Numbered Fifty-six, Fifty-fifth Congress, first session, thirty-eight thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and seventeen thousand four hundred and twelve dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
*Contracts.*

Hyannis and  
Nantucket,  
Mass.

Improving harbors at Hyannis and Nantucket, Massachusetts: Continuing improvement and for maintenance and repairs, thirty-five thousand dollars.

Point Judith  
harbor of refuge,  
R. I.

Improving Point Judith Harbor of Refuge, Rhode Island: Continuing improvement, one hundred thousand dollars, of which amount so much as may be necessary may, in the discretion of the Secretary of War, be expended in constructing the easterly detached breakwater and continuing it to the shore with a view of providing a shelter for a landing place for the passengers, crews, and cargoes of vessels in distress, and other vessels, and for the lifeboats of the Point Judith life-saving service.

Breakwater.

Newport,  
R. I.

Improving harbor at Newport, Rhode Island: Completing improvement, thirty-nine thousand dollars.

Block Island,  
R. I.

Improving harbor of refuge at Block Island, Rhode Island: Continuing improvement, thirty thousand dollars.

Great Salt  
Pond, R. I.

Improving harbor, Great Salt Pond, Block Island, Rhode Island: For extending south jetty and dredging, fifty thousand dollars.

Harbors of  
refuge, Vineyard and  
Nantucket sounds,  
etc.

Report on  
locations for.

A board of engineers shall be appointed by the Secretary of War, who shall make an examination of the said harbors of refuge at Point Judith, Block Island, and Great Salt Pond, with a view to reporting upon the relative merits of each of said harbors, what further construction or improvement, if any, is advisable in each, and the cost of such improvement or construction as may

be deemed advisable. Said board shall also make an examination of Vineyard and Nantucket sounds, and the east shore of Cape Cod, with a view to reporting upon the relative merits of each of said proposed localities for harbors of refuge, and the said board shall also make an examination of Point Judith Pond with a view to determining whether it is advisable to enlarge the entrance to said pond from the ocean, and if said enlargement is, upon examination, found to be desirable, an estimate of the cost thereof shall be made. The expense of said board shall be paid from the unexpended balance remaining to the credit of the entrance to Point Judith Pond.

Point Ju-  
dith Pond.

Expenses.

Improving harbor at New London, Connecticut, in accordance with the report submitted in House Document Numbered Three hundred and ninety-two, Fifty-sixth Congress, first session, twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and twenty thousand dollars, exclusive of the amounts herein and heretofore appropriated; and the Secretary of War is authorized and directed to make an examination of that part of Winthrop's Cove embraced in the New London harbor with a view to securing a depth of thirty feet on the lines of the survey already made and reported in the executive document herein referred to.

New London,  
Conn.

*Proviso.*  
Contracts

Improving harbor at Branford, Connecticut: Completing improvement in accordance with the report submitted in House Document Numbered One hundred, Fifty-sixth Congress, second session, five thousand dollars.

Branford,  
Conn.

Improving New Haven Harbor, Connecticut: Continuing construction of breakwater, forty-four thousand dollars. The authorization for the improvement in the said harbor contained in the river and harbor act of March third, eighteen hundred and ninety-nine, is hereby extended so as to include the improvement of the Quinnipiac and Mill rivers to Grand avenue, and of the basin east of Canal Wharf, as recommended in the report submitted in House Document Numbered Eighty-two, Fifty-fifth Congress, first session: *Provided*, That a contract or contracts for such improvement can be made within the limit of cost authorized by the said Act of March third, eighteen hundred and ninety-nine.

New Haven,  
Conn.  
Breakwater.  
Vol. 30, p.  
1122.  
*Ante*, p. 846.

*Proviso.*  
Contracts.

Improving harbor at Milford, Connecticut, in accordance with the report submitted in House Document Numbered Two hundred and eighty, Fifty-sixth Congress, first session: Completing improvement, fifteen thousand dollars.

Milford, Conn.

Harbors from  
Housatonic  
River to New  
York State  
line.

Improving certain harbors in Connecticut between the Housatonic River and the New York State line, namely: Norwalk, Five-Mile River Harbor, Stamford, Southport, and Greenwich: Continuing improvement and for maintenance, forty-four thousand dollars.

Harbors,  
north shore of  
Long Island,  
N. Y.

Improving harbors at Port Jefferson, Huntington, Glencove, Flushing Bay, Canarsie Bay and Sag Harbor, New York, the last in accordance with the report submitted in House Document Numbered Seventy-seven, Fifty-sixth Congress, first session: Continuing improvement and for maintenance, thirty-nine thousand five hundred dollars.

Port Chester,  
N. Y.

Improving harbor at Port Chester, New York: For maintenance, five thousand dollars.

Mamaroneck,  
N. Y.

Improving harbor at Mamaroneck, New York: Continuing improvement, six thousand dollars.

Larchmont,  
N. Y.

Improving harbor at Larchmont, New York: Continuing improvement, ten thousand dollars.

Echo Bay,  
N. Y.

Improving harbor at Echo Bay, New York: Completing improvement in accordance with the report submitted in House Document Numbered Two hundred and thirty-five, Fifty-sixth Congress, first session, seventeen thousand dollars.

New York,  
Harbor.

Improving New York Harbor, New York: For maintenance, fifty thousand dollars.

Gowanus  
Creek channel,  
N. Y.

Improving harbor at Gowanus Creek Channel, New York: Completing improvement, twenty thousand dollars.

Buttermilk  
channel, N. Y.

Improving Buttermilk Channel, New York Harbor, New York, in accordance with House Document Numbered One hundred and twenty-two, Fifty-sixth Congress, second session, with a view to obtaining a channel not less than thirty feet deep, ninety thousand dollars.

Rondout and  
Peekskill, N. Y.

Improving harbors at Rondout and Peekskill, New York: Continuing improvement and for maintenance, five thousand five hundred dollars.

Saugerties,  
N. Y.

Improving harbor at Saugerties, New York, by deepening the channel in accordance with the report submitted in House Document Numbered One hundred and seven, Fifty-sixth Congress, first session, twenty thousand dollars.

Ogdensburg,  
N. Y.

Improving inner and outer harbors at Ogdensburg, New York: Continuing improvement and for maintenance, twenty thousand dollars.

Cape Vin-  
cent, N. Y.

Improving harbor at Cape Vincent, New York: Continuing improvement, forty-eight thousand dollars.

Oswego, N. Y.

Improving harbor at Oswego, New York: Continuing improvement and for maintenance, fifty-one thousand dollars.

Great Sodus  
Bay, N. Y.

Improving harbor at Great Sodus Bay, New York: For maintenance, five thousand dollars.

Little Sodus  
Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: Continuing improvement by extending the east pier and for maintenance, twenty-five thousand dollars.

Improving harbor at Charlotte, New York: Continuing improvement and for maintenance, thirty thousand dollars. Charlotte,  
N. Y.

Improving harbors at Wilson and Oak Orchard, New York: Continuing improvement and for maintenance, four thousand five hundred dollars. Wilson and  
Oak Orchard,  
N. Y.

Improving harbor at Olcott, New York: Continuing improvement, fifteen thousand dollars. Olcott, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, two hundred and fifty-seven thousand seven hundred dollars, including the dredging of Tonawanda Harbor. Tonawanda,  
N. Y., and Ni-  
agara River.

Improving harbor at Plattsburg, New York: For maintenance and restoration, five thousand dollars. Plattsburg,  
N. Y.

Improving Fire Island Inlet, in Great South Bay, New York: Completing improvement in accordance with the project submitted in House Document Numbered One hundred and three, Fifty-sixth Congress, second session, sixty-six thousand dollars. Fire Island  
Inlet, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement and for maintenance, twenty-five thousand dollars. Dunkirk, N. Y.

Improving Buffalo Harbor, New York: For maintenance and for removal of rock shoal in the entrance below the junction of Buffalo River and the City Ship Canal, thirty thousand dollars. Buffalo, N. Y.

Improving Lake Erie entrance to Black Rock Harbor and Erie Basin, New York, in accordance with the report submitted in House Document Numbered One hundred and twenty-five, Fifty-sixth Congress, second session, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and fourteen thousand six hundred and forty-three dollars, exclusive of the amount herein appropriated. Black Rock  
Harbor and  
Erie Basin,  
N. Y.  
  
Proviso.  
Contracts.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: For maintenance, ten thousand dollars, of which sum five thousand dollars may be expended upon Lemon Creek, New York. Staten Island  
and New Jer-  
sey channel.

Improving Arthur Kill, or Staten Island Sound, from Kill von Kull to Raritan Bay, New York and New Jersey, in accordance with the report submitted in House Document Numbered Three hundred and ninety-three, Fifty-sixth Congress, first session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred and ninety-six thousand dollars, exclusive of the amounts herein and hereto- Arthur Kill,  
N. Y.  
  
Provisos.  
Contracts.

- Modification of plans. fore appropriated: *Provided further*, That the Secretary of War may, in his discretion, and in case the total cost shall not exceed the limit fixed herein, modify the project by locating the channel north of Shooters Island.
- Raritan Bay, N. J. Improving Raritan Bay, New Jersey: Continuing improvement, forty-five thousand dollars, twenty-five thousand dollars of which may be expended in dredging between the mouth of Raritan River and tail of Great Beds.
- Erie, Pa. Improving harbor at Erie, Pennsylvania: Continuing improvement, one hundred and twenty-five thousand dollars.
- Pittsburg, Pa. Improving harbor at Pittsburg, Pennsylvania: For maintenance, ten thousand dollars.
- Wilmington, Del. Improving Wilmington Harbor, Delaware: Continuing improvement and for maintenance, fifty thousand dollars: *Provided*, That not more than twenty-five thousand dollars of said sum shall be expended until arrangements have been made by the city of Wilmington, and approved by the Secretary of War, to dispose of the sewage from the city in such manner as to prevent the filling of the channel, and the largely increased cost of maintenance caused thereby.
- Proviso.* Disposal of sewage. of
- Baltimore, Md. Improving Baltimore Harbor, Maryland, including the approach thereto by Patapsco River: For maintenance, twenty-five thousand dollars.
- Southwest Baltimore. Improving harbor of Southwest Baltimore (Spring Garden), Maryland, in accordance with the report submitted in House Document Numbered Three hundred and four, Fifty-fourth Congress, first session, eighty-eight thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and twenty-one thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Proviso.* Contracts.
- Curtis Bay. Improving channel of Curtis Bay, Baltimore Harbor, Maryland, by deepening the same to thirty feet and widening to two hundred and fifty feet, in accordance with plan submitted in Senate Document Numbered One hundred and eighteen, Fifty-sixth Congress, second session, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and forty-six thousand dollars, exclusive of the amounts herein appropriated.
- Proviso.* Contracts.
- Breton Bay and Patuxent River, Md. Improving Breton Bay and Patuxent River, Maryland, in accordance with the reports submitted in House Documents Numbered respectively Two hundred and nine, and One hundred and seventy, Fifty-sixth Congress, first ses-

sion, the larger projects therein described being intended, nine thousand dollars.

Improving certain harbors and rivers on the easterly shore of Chesapeake Bay, Maryland, namely: Rock Hall, Queenstown, Claiborne, and Cambridge harbors, Chester, Choptank, Warwick, Pocomoke, and Wicomico [*sic*<sup>a</sup>] rivers, and Tyaskin [Wetipquin] Creek: Continuing improvement, seventy-four thousand dollars: *Provided*, That the improvement of Rock Hall, Queenstown, and Claiborne harbors shall be made in accordance with the reports submitted in House Documents Numbered respectively Ninety-nine, Ninety-two, and Eighty-one, Fifty-sixth Congress, first session: *Provided further*, That the improvement of Tyaskin Creek shall be made in accordance with the report submitted in House Document Numbered One hundred and nine, Fifty-sixth Congress, first session.

Chesapeake Bay, Md.  
Easter n shore.

*Proviso.*

Improve-  
ments re-  
stricted.

Tyaskin  
(Wetipquin)  
Creek.

Improving harbor at Cape Charles City, Virginia: Continuing improvement, twenty thousand dollars: *Provided*, That no portion of said amount shall be expended until it shall satisfactorily appear to the Secretary of War that equal privileges are granted to all ships desiring to anchor in said harbor, and that access to and the use of wharves in said harbor are granted on payment of reasonable charges.

Cape Charles  
City, Va.  
*Proviso.*  
Equal privi-  
leges to all  
ships.

Improving harbor at Milford Haven, Virginia: Completing improvement, five thousand dollars.

Milford Ha-  
ven, Va.

Improving Hampton Roads, Virginia, by removal of Middle Ground Bar, in accordance with the report submitted in House Document Numbered Ninety-three, Fifty-sixth Congress, first session, ten thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifteen thousand dollars, exclusive of the amount herein appropriated.

Hampton  
Roads, Va.

*Proviso.*  
Contracts.

Improving Norfolk Harbor, Virginia, and its approaches: Continuing improvement, twenty thousand dollars.

Norfolk, Va.

Improving said harbor, by removal of Hospital Point, in accordance with the report printed on page thirteen hundred and fifty-five et sequentes of the Report of the Chief of Engineers for eighteen hundred and ninety-seven, ten thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law,

Removal of  
Hospital Point.

*Proviso.*  
Contracts.

<sup>a</sup> On the eastern shore.

not to exceed in the aggregate one hundred and eighty-three thousand nine hundred and fifty-seven dollars, exclusive of the amount herein appropriated.

**Edenton**  
**Bay, N. C.** Improving harbor at Edenton Bay, North Carolina: Completing improvement, six thousand dollars.

**Beaufort,**  
**N. C.** Improving harbor at Beaufort, North Carolina: For maintenance, three thousand dollars.

**Charleston,**  
**S. C.** Improving Charleston Harbor, South Carolina: For maintenance, forty-five thousand dollars: *Provided*, That the unappropriated balance of the amount authorized by

*Proviso.*  
Use of bal-  
ance.  
Vol. 27, p. the Act of July thirteenth, eighteen hundred and ninety-

91.  
*Ante*, p. 616. two, to be expended for completing the twenty-one-foot project in Charleston Harbor, may be applied to the op-

1125.  
*Ante*, p. 850. erating of dredges under the twenty-six-foot project of November eighteenth, eighteen hundred and ninety-eight, as modified and approved by the division engineer.

**Inland wa-**  
**ter ways,**  
**Charleston to**  
**McClellanville.** Improving the inland waterways between Charleston Harbor, South Carolina, and opposite McClellanville, in accordance with the report submitted by the Chief of Engineers March twenty-six, nineteen hundred and two,

fifty thousand dollars, the same to be expended at the end of the route from Charleston northward in procuring a channel of four feet depth and sixty feet bottom width: *Provided*, That all land required for the same shall be relinquished free of cost to the Government.

*Proviso.*  
Donation of  
land.  
**Winyah Bay,**  
**S. C.** Winyah Bay, South Carolina: The dredge or dredges employed in connection with the work of improvement at the entrance to Winyah Bay, and such other dredges owned or controlled by the Government as are used on Winyah Bay river systems and canals, may be used in dredging the shoal places between the entrance and the city of Georgetown, South Carolina, over which the least channel depths may at any time be less than at the entrance of the bay; and any expense so caused shall be paid from amounts appropriated or that may be appropriated for said Winyah Bay: *Provided*, That the expense of said dredging added to that of improving the entrance to said bay shall not exceed the total amount appropriated and authorized to be appropriated by Act of June third, eighteen hundred and ninety-six.

*Proviso.*  
Limit of  
cost.  
Vol. 29, p. 207.  
*Ante*, p. 751.

**Savannah,**  
**Ga.** Improving Savannah Harbor, Georgia: For maintenance, fifty thousand dollars. The unexpended balance of amounts heretofore appropriated, and now available for the present project, is hereby made available for continuing improvement in accordance with the report submitted in House Document Numbered One hundred and twenty-three, Fifty-sixth Congress, second session: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate

*Provisos.*  
Contracts.



gate one million dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That, in the discretion of the Secretary of War, the navigable depth of twenty-eight feet at mean high water may be extended upstream such distance as is required in the interest of navigation, and the channel in front of the city of Savannah may be widened to six hundred feet by the removal of a portion of Hutchinsons Island.

Channel.

Improving harbor at Darien, and Doboy Bay, Georgia: Continuing improvement and for maintenance, thirty thousand dollars.

Darien and Doboy bar, Ga.

Improving Brunswick Harbor, outer bar, and inner harbor, Georgia: Continuing improvement, one hundred and sixty-five thousand dollars, of which not exceeding forty thousand dollars may be expended on the outer bar in accordance with the report submitted in House Document Numbered One hundred and seventy-nine, Fifty-sixth Congress, second session, and the Secretary of War may in his discretion apply the amount to be expended on the outer bar upon either of the routes described in said report. The improvement of the inner harbor shall be made in accordance with the report submitted in House Document Numbered Forty, Fifty-sixth Congress, first session. Of the amount herein appropriated, five thousand dollars, or so much thereof as may be necessary, shall be used for maintaining in Academy Creek to the old Altamaha Canal a depth equal to the controlling depth on the shoal at the lower end of the city in East River.

Brunswick, Ga.

Academy Creek to old Altamaha Canal.

C. P. Goodyear, his heirs and assigns, shall be paid [a] for fifty feet excess of width over the contract width of twenty-four feet depth at mean high tide on the outer bar of Brunswick, Georgia, obtained, as shown by the report of H. L. Marinden, the officer detailed to make survey of such work, made to the Secretary of War on the fourth day of December, eighteen hundred and ninety-nine, in the same proportion as he was paid for one hundred feet widths of such depths, namely, twenty thousand dollars; and that for the fifty feet excess of width over contract width of twenty-five feet depth at mean high tide, shown by said report, he or they shall be paid in the same proportion as he was paid for one hundred feet width of twenty-five feet depth, namely, twenty-five thousand dollars.

C. P. Goodyear, etc. Reimbursement.

Vols. 27, pp. 280, 529; 28, p. 342; 29, p. 208; 30, p. 1125.

*Ante*, pp. 652, 666, 682, 752, 850.

Improving East Pass, Carrabelle Harbor, Florida, in accordance with the report submitted in House Document Numbered Sixty-three, Fifty-sixth Congress, first session, twenty thousand dollars.

Carrabelle, Fla., East Pass.

<sup>a</sup> The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: \$30,000 (act of August 18, 1894), \$100,000 (act of June 3, 1896), \$90,000 (act approved March 3, 1899), and \$45,000 (act approved June 13, 1902); total, \$265,000.

Biscayne  
Bay, Fla.  
Channel from  
Miami to the  
sea.

Provisos.  
Contracts.

Work by  
Florida East  
Coast Railway  
Co.

Public use.

Expendi-  
tures.

Contract  
with railway  
company.

Improving Biscayne Bay, Florida, with a view to obtaining a channel eighteen feet deep from the wharves at Miami to the sea by way of the northerly line of the two lines north of Norris Cut, as described in the report submitted in House Document Numbered Six hundred and sixty-two, Fifty-sixth Congress, first session, and a basin of same depth sixteen hundred feet long and five hundred feet wide, adjacent to the wharves at Miami, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for prosecuting the project, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That of the work herein contemplated The Florida East Coast Railway Company shall construct at its own expense, the basin adjacent to the wharves at Miami as herein described, and the portion of the channel from such basin to the east side of the basin proposed in the report herein mentioned, said channel to be not less than eighty-five nor more than one hundred feet in width, as shall be determined by the Secretary of War, and said basin and channel when so constructed by the railway company shall be open to the free and unobstructed use of the public: *Provided further*, That the amounts herein appropriated and authorized shall be expended in constructing and protecting the portion of the channel extending to the sea from the terminus of the channel to be constructed by the railway company, of such approximately uniform depth and of such width as will best serve the interests of navigation, and as can be constructed with the funds herein appropriated and authorized: *Provided further*, That before any part of the appropriation shall be expended, the said railway company shall enter into a contract with the United States satisfactory to the Secretary of War for the performing of its part of the work, and for securing in its portion of the channel and in the said basin practicable depths at least as great as are secured in the portion of the channel to be built by the United States, and for maintaining for a period of three years after the said eighteen-foot channel to be constructed by the Government shall have been obtained, an equal depth in the basin and the channel across the bay; and said contract shall also provide that all craft resorting to Biscayne Bay for commercial purposes may use the wharves and warehouses thereon now owned or controlled, or hereafter built on Biscayne Bay by The Florida East Coast Railway Company, its successors or assigns, for reasonable rates of compensation, and that proper facilities shall be given to all persons or corporations for the shipment of freight to or from said wharves, on the railway tracks of the said company in Miami for like reasonable rates and upon just and reasonable conditions, and in case of disagreement such com-

pensation and conditions shall be determined by the Secretary of War.

Improving northwest entrance to harbor at Key West, Florida: Continuing improvement, including dredging, one hundred thousand dollars.

Key West,  
Fla.

Improving Hillsboro Bay, Florida: Continuing improvement, one hundred and fifty thousand dollars.

Hillsboro  
Bay, Fla.

Improving Sarasota Bay, Florida: Continuing improvement and for maintenance, five thousand dollars.

Sarasota  
Bay, Fla.

Improving harbor at Apalachicola Bay, Florida: Continuing improvement and for maintenance, forty thousand dollars.

Apalachicola  
Bay, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement and for maintenance; two hundred and twenty thousand dollars; the same to be used toward securing a channel depth of thirty feet and width of five hundred feet from the Gulf of Mexico to the dock line at the east end of the city of Pensacola: *Provided*, That of said amount one hundred and fifty thousand dollars, or so much thereof as may be necessary, may be used for the construction or purchase of a seagoing suction dredge.

Pensacola,  
Fla.

*Proviso.*  
Dredge.

The sum of thirty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated in addition to the sum of thirty-five thousand dollars appropriated in the river and harbor Act of March third, eighteen hundred and ninety-nine, for the purpose of constructing or purchasing a suitable dredge with snagging outfit, to be used in connection with the several works of river and harbor improvement in the State of Florida.

Dredge with  
snagging outfit.  
Vol. 30, p.  
1139.  
*Ante*, p. 869.

Improving harbor at Mobile, Alabama: Continuing improvement, three hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary, with the view of ultimately securing a channel twenty-three feet deep and one hundred feet wide at the bottom, with appropriate side slopes, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated, of which amount herein appropriated ten thousand dollars, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used in the removal of deadheads, sunken logs, and other obstructions arising from the winter and spring freshets on the rivers entering into Mobile Bay: *Provided further*, That of this appropriation the Secretary of War may, in his discretion, expend a sum not to exceed fifty thousand dollars in deepening and widening the channel through the outer bar near Fort Morgan.

Mobile, Ala.  
*Provisos.*  
Contracts.

Removing ob-  
structions.

Channel,  
Fort Morgan.

Improving harbor at Biloxi, Mississippi: Continuing improvement, ten thousand dollars

Biloxi, Miss.

Improving the Southwest Pass of the Mississippi River, with a view to obtaining a navigable depth of thirty-five

Mississippi  
River.  
Southwest  
Pass.

- Proviso.*  
*Contracts.* feet in accordance with the report submitted in House Document Numbered Three hundred and twenty-nine, Fifty-sixth Congress, first session, seven hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be required to prosecute the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million seven hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated, and the Secretary of War may, in his discretion, modify the plans described in the said report.
- South Pass.*  
*Maintenance*  
*of channel.* The Secretary of War is hereby directed to maintain the channel in the South Pass of the Mississippi River with the utmost efficiency, and for that purpose the dredge boat Beta, or any other available Government dredge, may be used, and the lands and buildings on either side of the South Pass, or such part thereof as in his discretion may be necessary, may be purchased for the United States from the heirs or legal representatives of James B. Eads, deceased, and for the purposes named herein seventy-five thousand dollars is hereby appropriated in addition to the one hundred thousand dollars annually allowed for maintenance in the Act of Congress approved June sixth, nineteen hundred.
- Purchase of*  
*lands, etc.* The provisions of the Act of March third, eighteen hundred and seventy-five, and of the Act of August eleventh, eighteen hundred and eighty-eight, with regard to examinations and surveys at South Pass, mouth of the Mississippi River, shall remain in force as fully as though they were herein reenacted in express terms, notwithstanding the termination of the contract with the late James B. Eads and associates.
- Vol. 31, p.*  
*584.*  
*Ante, p. 921.*
- Ex a m i n a -*  
*tions and sur-*  
*veys continued.*  
*Vol. 18, p.*  
*463.*  
*Ante, p. 246.*  
*Vol. 25, pp.*  
*422, 424.*  
*Ante, pp. 513,*  
*516.*
- Calcasieu*  
*River, La.* Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, seventy-five thousand dollars.
- Sabine Pass,*  
*Tex. and La.* Sabine Pass, Texas and Louisiana: For maintenance of channel, and for repairs of the jetties, one hundred and eighty-five thousand dollars, of which amount twenty-five thousand dollars, or so much thereof as may be necessary, shall be used to improve the main ship channel in accordance with the report submitted in House Document Numbered Seventy, Fifty-sixth Congress, second session.
- Brazos Riv-*  
*er, Tex.* Improving the mouth of the Brazos River, Texas: Continuing improvement, fifty thousand dollars.
- A r a n s a s*  
*Pass, Tex.*  
*Proviso.* Improving Aransas Pass, Texas: Continuing improvement, two hundred and fifty thousand dollars: *Provided*, That the work at this harbor shall be confined to the completion of the north jetty in accordance with the design and specifications of the Aransas Pass Harbor Company, and in continuation of the work heretofore carried out on said jetty by said company, and to such additional work as may be necessary for strengthening such jetty, and for
- Completion*  
*of north jetty.*

the removal of such part of the old Government jetty and any other hard material which may interfere with the formation of a channel by the natural action of the currents.

Removal of obstructions.

Improving Galveston Harbor, Texas, by maintaining the entrance to said harbor and toward the restoration of the jetties in accordance with the report submitted in House Document Numbered One hundred and thirty-four, Fifty-sixth Congress, second session, three hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary in prosecuting the project of repairing, restoring, and completing the jetties as recommended in the said report, not to exceed four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That appropriations heretofore made and unexpended for Galveston Harbor are hereby made available for the above purposes. The Secretary of War is authorized to modify the plan for the south jetty so as to connect and adjust the same with the protection work proposed by the city of Galveston, if found advisable.

Galveston, Tex. Maintenance, harbor entrance, etc.

*Provisos.*  
Contracts.

Unexpended appropriations available.

South jetty.

Improving Galveston Channel in accordance with the report submitted in House Document Numbered Two hundred and sixty-four, Fifty-sixth Congress, second session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law not to exceed in the aggregate two hundred thousand dollars exclusive of the amounts herein appropriated: *Provided further*, That the amounts herein appropriated or authorized shall be expended in obtaining a channel from the outer end of the inner bar to Fifty-first street, thirty feet in depth, and of such width in the respective portions thereof as shall best subserve the interests of commerce.

Galveston channel.

*Provisos.*  
Contracts.

Depth.

The Secretary of War is hereby authorized and directed to appoint a board of engineers to make an examination and prepare plans and estimates for the protection of the port of Galveston and the property of the United States located on Galveston Island from excessive storms, by a breakwater or other means, and submit the same, with a report upon the feasibility, advisability, and cost thereof, and the probable effect of such improvement upon the general condition of that port and its commerce, and the expenses of said board shall be paid from the foregoing appropriation.

Board to submit plans for protection of port.

Vol. 33, p. 497.

*Post*, p. 1060.

Expenses.

Deepening the channel from Galveston Harbor to Texas City, Texas: The Secretary of War is hereby authorized and directed, with the consent of the contractors now engaged in said work, or any contractors who may hereafter undertake the same, to modify the contract heretofore entered into for the performance of said work so that

Galveston to Texas City, Tex.

Modification of contracts for channel.

Vol. 30, p. 1128.

*Ante*, p. 854.

- payments of five per centum of the whole contract price shall be made from time to time to said contractors for each one thousand linear feet along the length of said channel, whenever it shall satisfactorily appear to the Secretary of War that a depth of twenty-five feet and a width of one hundred feet at the bottom are obtained, until the sum of two hundred thousand dollars has been paid, after which no payments shall be made until the whole channel has been completed to the required width and depth, at which time the balance of the contract price shall be paid. And before such modification shall take effect the contractors for said work shall give bond to the United States, with sufficient surety or sureties, to be approved by the Secretary of War, conditioned upon the complete and faithful performance of said work as originally contracted for within two years from the date of said modification, in the sum of one hundred thousand dollars. The Secretary of War is authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury to pay the amounts which shall be found due the contractors as provided herein, which warrants or requisitions shall be paid by the Secretary of the Treasury out of any money in the Treasury not otherwise appropriated.
- Bond.**
- Payments.**
- Padre Island Harbor.** Section two of "An Act to promote the construction of a safe deep-water harbor on the coast of Texas," approved February ninth, eighteen hundred and ninety-one, and as amended March third, eighteen hundred and ninety-nine, is hereby amended so that the said Corpus Christi and Padre Island Harbor Company is hereby authorized and empowered to commence the construction and complete the said harbor off Padre Island, on the coast of Texas, within six years from February ninth, nineteen hundred and two: *Provided*, That work thereon be begun within two years from the time this Act shall go into effect.
- Time of construction extended.** Vols. 26, p. 741; 27, p. 422; 30, p. 1128. *Ante*, pp. 603, 657, 855.
- Proviso. Commencement.** Improving Conneaut Harbor, Ohio: Continuing improvement and for maintenance, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of the approved project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Conneaut, Ohio. Contracts.**
- Ashtabula, Ohio.** Improving Ashtabula Harbor, Ohio: Continuing improvement and for maintenance, two hundred thousand dollars.
- Fairport, Ohio.** Improving harbor at Fairport, Ohio: Continuing improvement and for maintenance, two hundred thousand dollars.
- Cleveland, Ohio.** Improving harbor at Cleveland, Ohio: For maintenance and continuing improvement in accordance with the report submitted by the Chief of Engineers in his

report for eighteen hundred and ninety-nine on page three thousand and fifty-seven, et sequentes, one hundred and twenty-five thousand dollars: *Provided*, That the Secretary of War may, in his discretion, dredge to a depth of twenty-five feet in any portion of said harbor and so much of said amount as may be necessary may be used for dredging between the Government piers.

*Proviso.*  
Dredging.

Improving said harbor in accordance with the report submitted in House Document Numbered One hundred and eighteen, Fifty-sixth Congress, second session, by providing a safer and better entrance at the main entrance to the breakwater in said harbor, and by the construction of a new breakwater, five hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for prosecuting said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million three hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the Secretary of War may, in his discretion, construct said breakwater under the last-named project either of stone or of timber cribs with superstructure of concrete, as described in said document, and the center line of such new breakwater shall be constructed upon the prolongation of the center line of the main portion of the existing breakwater, and there shall be no further extension of the deflected portion of the east breakwater beyond what has already been constructed: *Provided further, also*, That the said breakwater shall be commenced at the westerly end thereof and shall be extended eastwardly so far as the same can be completed with the money available, in one section or in separate sections, as shall be most favorable for the prosecution of the work.

Improvement  
of harbor en-  
trance.

New break-  
water.  
*Provisos.*  
Contracts.

Material, etc.

Construction  
of breakwater.

Improving harbor at Black River (Lorain), Ohio: For repairs and maintenance, six thousand dollars.

Lorain, Ohio.

Improving harbor at Huron, Ohio: For maintenance, forty thousand dollars.

Huron, Ohio.

Improving Sandusky Harbor, Ohio, in accordance with the report submitted in House Document Numbered One hundred and twenty, Fifty-sixth Congress, second session, one hundred and twenty-five thousand dollars.

Sandusky,  
Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, five thousand dollars.

Port Clinton,  
Ohio.

Improving harbor at Toledo, Ohio: For maintenance, fifteen thousand dollars.

Toledo, Ohio.

The Secretary of War is authorized to cause to be purchased or built a suitable dredge, for use in the improvement and maintenance of the harbors upon Lake Erie, at a cost not to exceed one hundred and seventy-five thousand dollars, to be paid for from appropriations made or authorized for the harbors mentioned in this paragraph, and in amounts not exceeding those hereafter mentioned,

Dredge for  
Lake Erie.

Limit of cost.

Appropriations chargeable for.

Vol. 30, p. 1129.  
Ante, p. 856.

namely: From the amount authorized to be expended for improving the harbor at Toledo by providing a straight channel through Maumee River and Bay under the river and harbor Act of March third, eighteen hundred and ninety-nine, forty thousand dollars; from the appropriation for Sandusky, forty thousand dollars; from that for Cleveland, forty thousand dollars; from that for Fairport, twenty-five thousand dollars; from that for Ashtabula, twenty thousand dollars; from that for Conneaut, ten thousand dollars; and in case the total expense of said dredge shall be less than one hundred and seventy-five thousand dollars, a proportional reduction shall be made from the amounts to be charged to each of said harbors.

Michigan City, Ind.

Improving inner and outer harbors at Michigan City, Indiana: Continuing improvement and for maintenance, sixty-three thousand dollars.

Waukegan, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, in accordance with the report submitted in House Document Numbered Three hundred and forty-three, Fifty-sixth Congress, first session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and forty-five thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the Secretary of War may in his discretion and in case the total cost shall not exceed the limit fixed herein, modify the location of the detached breakwater.

*Provisos.*  
Contracts.

Modification of plans.

Calumet, Ill.  
Modification of plans.

Improving Calumet Harbor, Illinois: The Secretary of War is hereby authorized, in his discretion, to amend the project for the improvement of Calumet Harbor by substituting in place of the north and south breakwater therein proposed an extension of the east and west breakwater from the eastern end thereof, not to exceed two thousand five hundred feet in a southeasterly direction: *Provided*, That the whole cost of the said improvement shall not exceed the amount named in the river and harbor Act of March third, eighteen hundred and ninety-nine.

Limit of cost.  
Vol. 30, p. 1129.  
Ante, p. 856.

Sandbeach (Harbor Beach), Mich.  
Cheboygan, Mich.

Improving harbor of refuge at Sandbeach, Michigan: For maintenance, seven thousand five hundred dollars.

Improving harbor at Cheboygan, Michigan, in accordance with the report submitted in House Document Numbered Six hundred and thirty-six, Fifty-sixth Congress, first session, eight thousand dollars.

St. Joseph Harbor and River, Mich.

Improving Saint Joseph Harbor and River, Michigan: For maintenance, twenty-four thousand dollars.

South Haven, Mich.

Improving harbor at South Haven, Michigan: For maintenance, twelve thousand dollars.



Improving Saugatuck Harbor and Kalamazoo River, Michigan: For maintenance, fifteen thousand dollars: *Provided*, That the Secretary of War may enter into a contract for such materials and work as may be necessary for the prosecution of the alternative project, involving a new cut to Lake Michigan, submitted in House Document Numbered One hundred and ninety-two, Fifty-fourth Congress, first session, to be paid for as appropriations may be made from time to time, to be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Saugatuck  
Harbor and  
Kalamazoo  
River, Mich.  
*Proviso.*  
Alternative  
project.

Improving harbor at Holland (Black Lake), Michigan: Continuing improvement and for maintenance, seventy-three thousand dollars, of which not to exceed five thousand dollars may, in the discretion of the Secretary of War, be used to dredge a channel through the bar in Black Lake near the entrance thereof.

Holland,  
Mich.

Improving harbor at Muskegon, Michigan, in accordance with the report submitted in House Document Numbered One hundred and four, Fifty-sixth Congress, second session, seventy-five thousand dollars.

Muskegon,  
Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, ten thousand dollars, of which amount two thousand dollars may, in the discretion of the Secretary of War, be used in dredging up to Spring Lake Harbor.

Grand Ha-  
ven, Mich.

Improving harbor at Ludington, Michigan: Continuing improvement and for maintenance and repairs, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said project in accordance with the report submitted in House Document Numbered Two hundred and seventy-three, Fifty-fourth Congress, second session, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and sixty-five thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That so much as may be necessary of the funds herein appropriated, or remaining on hand from former appropriations, may, in the discretion of the Secretary of War, be expended for extending the revetment on the north bank of the channel, east of the life-saving station, five hundred and eighty-eight feet.

Ludington,  
Mich.

*Provisos.*  
Contracts.

Extending  
revetment.

Improving harbor at Manistee, Michigan: Completing improvement and for maintenance, forty-two thousand dollars.

Manistee,  
Mich.

Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement and for maintenance, fifty-nine thousand dollars.

Portage  
Lake, Mich.

- Frankfort, Mich. Improving harbor at Frankfort, Michigan: Completing improvement and for maintenance and repairs, fifty-four thousand five hundred dollars.
- Charlevoix, Mich. Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, twenty thousand dollars, to be first expended in obtaining a uniform depth of channel from Lake Michigan to Pine Lake.
- Channel to Pine Lake.
- Petoskey, Mich. Improving harbor at Petoskey, Michigan: Continuing improvement and for maintenance, fifteen thousand dollars, and the Secretary of War is hereby authorized to change or modify existing plans: *Provided*, That the total of expenditure shall not exceed the amount estimated to complete under the existing project.
- Proviso.*  
Limit of cost.
- Grand Marais, Mich. Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, seventy thousand dollars.
- Marquette, Mich. Improving harbor at Marquette, Michigan: Continuing improvement and for maintenance, twenty-six thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eighty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *And provided further*, That of the sum provided for improvement and maintenance an amount not exceeding seven thousand five hundred dollars may be expended in connecting the Preque Isle breakwater with the shore.
- Presque Isle breakwater.
- Ontonagon, Mich. Improving harbor at Ontonagon, Michigan: For maintenance, five thousand dollars.
- Menominee Harbor and River, Mich. Improving Menominee Harbor and River, Michigan and Wisconsin: Continuing improvement, fifty thousand three hundred and fifty dollars: *Provided*, That the improvement of Menominee River shall be made in accordance with the report submitted in House Document Numbered Four hundred and nineteen, first session Fifty-sixth Congress.
- Proviso.*  
Plan of improvement.
- Pentwater and White Lake, Mich. Improving harbors at Pentwater and White Lake, Michigan: Continuing improvement, thirty-five thousand dollars.
- Racine, Wis. Improving harbor at Racine, Wisconsin: For maintenance and further improvement, twenty thousand dollars, and the Secretary of War is hereby authorized to change or modify the existing project in his discretion, and to make a survey with a view to the protection of the harbor against northeast storms.
- Modification of project.
- Kenosha, Wis. Improving harbor at Kenosha, Wisconsin: For maintenance and further improvement, five thousand dollars, and the same authority is given to the Secretary of War as stated in the preceding provision for Racine.
- Milwaukee, Wis. Improving harbor at Milwaukee, Wisconsin, including harbor of refuge: For maintenance, two hundred and thirty-two thousand five hundred dollars, of which

amount not to exceed one hundred and fifty thousand dollars may be expended for the maintenance, rebuilding, and repair of the breakwater belonging to the harbor of refuge.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, ten thousand dollars. Ahnapee,  
Wis.

Improving harbor at Port Washington, Wisconsin, six thousand dollars. Port Wash-  
ington, Wis.

Improving harbor at Oconto, Wisconsin, three thousand dollars. Oconto, Wis.

Improving harbor at Sheboygan, Wisconsin: For maintenance and for improving said harbor in accordance with the report submitted in House Document Numbered Three hundred and twenty-seven, Fifty-fourth Congress, second session, and the project adopted March third, eighteen hundred and ninety-nine, ninety thousand dollars. Sheboygan,  
Wis.  
Vol. 30, p.  
1131.  
Ante, p. 859.

Improving harbor at Manitowoc, Wisconsin: For maintenance, eight thousand dollars; for improving said harbor in accordance with the report submitted in House Document Numbered Two hundred and thirty-three, Fifty-sixth Congress, first session, by the extension of the breakwater four hundred feet, thirty-seven thousand dollars: *Provided*, That the Secretary of War shall cause to be made a survey of Manitowoc harbor and river, with an estimate of the cost of improving the same, so as to make the same more available as a harbor of refuge, by the construction of two or more turning basins in said Manitowoc River between the upper and lower bridges of the Wisconsin Central Railway Company, each of a depth of not less than twenty-one feet and of as great a width as is deemed feasible, together with a safe and convenient channel of sufficient width and not less than twenty-one feet in depth from said turning basins to the entrance of Manitowoc Harbor. Manitowoc,  
Wis.

*Proviso.*  
Survey, etc.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, and for maintenance, twenty thousand dollars. Two Rivers,  
Wis.

Improving harbor at Kewaunee, Wisconsin: For maintenance, eleven thousand dollars. Kewaunee,  
Wis.

Improving harbor at Green Bay, Wisconsin: For maintenance and for improvement in accordance with the report submitted in House Document Numbered Two hundred and thirty-two, Fifty-sixth Congress, first session, with a view of obtaining a channel twenty feet deep from the mouth of Fox River to the city of Green Bay, one hundred and five thousand six hundred dollars. Green Bay,  
Wis.

Improving Sturgeon Bay and Lake Michigan Ship Canal and harbor of refuge connected therewith: For maintenance and continuing improvement in accordance with the project for deepening the same to eighteen feet, submitted in House Document Numbered One hundred and seventeen, Fifty-sixth Congress, second session, forty- Sturgeon Bay  
and Lake Mich-  
igan Ship Can-  
nal.

- Proviso.*  
Contracts. four thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of one hundred and seventy-eight thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Ashland,  
Wis. Improving harbor at Ashland, Wisconsin: Continuing improvement, and for maintenance, forty thousand dollars.
- Portwing,  
Wis. Improving the harbor at Port Wing, Wisconsin, in accordance with the report submitted in House Document Numbered One hundred and fourteen, Fifty-sixth Congress, first session, for a harbor of refuge, twenty-five thousand dollars: *Provided*, That no part of said sum shall be expended until the title of the land necessary for the establishment of said harbor, according to said report, shall have been properly and legally conveyed by or through the authorities of Port Wing to the United States Government.
- Proviso.*  
Conveyance  
of title. sum shall be expended until the title of the land necessary for the establishment of said harbor, according to said report, shall have been properly and legally conveyed by or through the authorities of Port Wing to the United States Government.
- Duluth, Minn.,  
and Superior,  
Wis. Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: Continuing improvement and for maintenance, two hundred thousand dollars, of which not less than one hundred thousand dollars shall be expended in prosecuting the work of rebuilding the piers at the Wisconsin entry of said harbor.
- Grand Ma-  
rais, Minn. Improving harbor at Grand Marais, Minnesota: For maintenance, two thousand dollars.
- Agate Bay,  
Minn. Improving harbor at Agate Bay, Minnesota: For maintenance, two thousand dollars.
- Warroad Har-  
bor and River,  
Minn. Improving Warroad Harbor and Warroad River, Minnesota, in accordance with the report submitted in House Document Numbered Ninety-two, second session of the Fifty-sixth Congress, forty-five thousand dollars.
- San Diego,  
Cal. Improving harbor at San Diego, California: Continu-  
*Proviso.* ing improvement, seventy-five thousand dollars: *Pro-*  
Contracts. *vided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the approved project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and ninety-two thousand eight hundred and fifty dollars, exclusive of the amounts herein and heretofore appropriated.
- Wilmington  
Harbor, Cal. Improving Wilmington Harbor, California, in accordance with the plan for the partial improvement as submitted in House Document Numbered Three hundred and fifty-seven, Fifty-sixth Congress, first session, including the construction or purchase of a suitable dredge, two hundred and fifty thousand dollars; and the unexpended cash sum appropriated under the Act of June third, eighteen hundred and ninety-six, for the improvement of Wil-
- Dredge.  
Vol. 29, p.  
214.  
Ante, p. 761.

mington Harbor, California, together with any other unexpended balance heretofore appropriated for said harbor, is hereby authorized to be expended in said improvement.

Improving harbor at San Luis Obispo, California: Continuing improvement, fifty thousand dollars.

San Luis Obispo, Cal.

Improving San Pablo Bay, California, by constructing a channel between the Straits of Karquines and the Golden Gate, off Point Pinole, Point Wilson, and Lone Tree Point, three hundred feet in width and thirty feet in depth, in accordance with the report submitted in House Document Numbered Eighty-nine, Fifty-sixth Congress, first session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighty-one thousand dollars, exclusive of the amount herein appropriated.

San Pablo Bay, Cal.  
Channel.

*Proviso.*  
Contracts.

Improving Oakland Harbor, California, in accordance with the report submitted in House Document Numbered Two hundred and sixty-two, Fifty-sixth Congress, second session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Oakland, Cal.

*Proviso.*  
Contracts.

Improving San Francisco Harbor, California, by the removal of Blossom Rock: The river and harbor act of March third, eighteen hundred and ninety-nine, wherein provision was made for removing Arch Rock and Shag Rocks to a depth of thirty feet below mean low water, is hereby amended so as to include Blossom Rock, and all the provisions of said act are hereby made applicable to Blossom Rock as fully as to Arch Rock and Shag Rocks.

San Francisco, Cal.  
Removal of Blossom rock.  
Vol. 30, p. 1132.  
*Ante*, p. 860.

Improving entrance to Coos Bay and Harbor, Oregon: For maintenance and continuing improvement and repairing jetty, fifty thousand dollars.

Coos Bay and Harbor, Oreg.

Improving Tillamook Bay and Bar, Oregon: Completing improvement, twenty-seven thousand dollars; and the Secretary of War is authorized and directed to cause to be made a survey and an estimate of the cost of securing channels across said bar of fifteen and twenty feet in depth, respectively.

Tillamook Bay and bar, Oreg.  
Surveys, etc.

Improving Olympia Harbor, Washington: Completing improvement, twenty-five thousand dollars.

Olympia, Wash.

Improving Tacoma Harbor, Washington, in accordance with the report submitted in House Document Numbered Seventy-six, Fifty-sixth Congress, second session, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for

Tacoma, Wash.

*Provisos.*  
Contracts.

- such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate, one hundred thousand dollars
- Restrictions.** exclusive of the amount herein appropriated: *Provided further*, That no part of said amount shall be expended until a release from liability for damages shall be obtained, if any liability exists, arising from a contract between the State of Washington and R. B. Lehman, which said contract is set forth in said document, and the right is obtained, free of charge, to deposit material dredged from said channel upon adjacent tide lands:
- Deposit of dredgings.** *Provided further*, That such work shall be so conducted as not to damage the piers or foundations of bridges crossing said waterway, or the wharves adjacent thereto.
- Damage to piers, etc.** **Improving Grays Harbor**, inner portion between Aberdeen and the entrance to said harbor, and Chehalis River, Washington: Continuing improvement, fifty thousand dollars.
- Grays Harbor, Wash.** **Improving New Whatcom Harbor**, Washington, in accordance with the report submitted in House Document Numbered Eighty, Fifty-fifth Congress, first session, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until provision shall have been made, satisfactory to the Secretary of War, to prevent the deposit in the channel to be improved, of sawdust and refuse from the mills.
- New Whatcom, Wash.** *Provido.* **Mill refuse.**
- Waterway connecting Puget Sound with lakes Union and Washington, Wash.** *Providos.* **Improving waterway connecting Puget Sound with Lakes Union and Washington**, Washington: Continuing improvement, one hundred and sixty thousand dollars: *Provided*, That this appropriation, together with the unexpended balance to the credit of said improvement, shall be expended in securing, by dredging, a low-water channel ten feet in depth from Shilshole Bay through Salmon Bay to the wharves at Ballard: *Provided further*, That a board of engineers shall be appointed by the Secretary of War, who shall make such surveys, examinations, and investigations as may be required to determine the feasibility and advisability of constructing a canal, with necessary locks and dams, connecting Puget Sound with Lakes Union and Washington, of sufficient width and depth to accommodate the largest commercial and naval vessels, and said board shall prepare and report plans and estimates of the cost thereof. Said board shall also examine the route for a similar canal connecting Elliott Bay with Lakes Washington and Union, with a view to determine the feasibility of such route, and shall invite proposals from the Seattle and Lake Washington Waterway Company for the construction of a similar canal over said route connecting Elliott Bay with Lake Washington, and similar proposals for connecting Elliott Bay with Lake Union through Lake Washington, said proposals to specify the time for the completion of each project, and all rights and privileges to be reserved by said company.
- Low-water channel.**
- Board to report on canal, etc.**
- Elliott Bay to Lake Union.**

Said board shall also report upon the relative advantages of all proposed routes. Nothing herein shall be construed as the adoption of any project for the construction of a waterway connecting Puget Sound with Lakes Union and Washington. Said board shall make its reports as above provided for to the next session of Congress.

Improving Lubec Channel, Maine: Completing improvement, fifty-three thousand dollars. Lubec Channel, Me.

Improving Bagaduce River, Maine: Continuing improvement, three thousand dollars. Bagaduce River, Me.

Improving Georges River, Maine: Completing improvement, six thousand dollars. Georges River, Me.

Improving Kennebec River, Maine, between Gardiner and Augusta, in accordance with the report submitted in House Document Numbered Two hundred and sixty-two, Fifty-sixth Congress, first session, forty thousand dollars: Kennebec River, Me.

*Provided*, That the Secretary of War may enter into a contract or contracts for such material and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate forty-one thousand dollars, exclusive of the amounts herein and heretofore appropriated. Proviso. Contracts.

Improving Cocheco River, New Hampshire: Continuing improvement, thirty thousand dollars, of which amount ten thousand dollars may be expended on the Lamprey River. Cocheco River, N. H.  
Lamprey River.

Improving Exeter River, New Hampshire: Completing improvement, seven thousand dollars. Exeter River, N. H.

Improving the Narrows of Lake Champlain, Vermont: Completing improvement, seventeen thousand five hundred dollars. Lake Champlain Narrows, Vt.

Improving Merrimac River, Massachusetts: Continuing improvement, forty thousand dollars, and the Secretary of War shall cause an examination to be made with a view to obtaining a depth of nine feet to Haverhill. Merrimac River, Mass.

Improving Mystic and Malden rivers and Mystic River below the mouth of Island End River, Massachusetts: Continuing improvement, twenty-five thousand dollars. Mystic and Malden rivers, Mass.

Improving Weymouth and Town rivers, Massachusetts: Continuing improvement, fifteen thousand dollars. Weymouth and Town rivers, Mass.

Improving Taunton River, Massachusetts: For maintenance and dredging, five thousand dollars. Taunton River, Mass.

Improving Connecticut River between Hartford, Connecticut, and Holyoke, Massachusetts: For the purpose of further surveys and report upon the project for improving the Connecticut River between Hartford, Connecticut, and Holyoke, Massachusetts, a board of three officers of the Engineer Corps, to be designated by the Secretary of War, shall personally make examination of the improvement proposed by the engineer in charge, and report thereon, with reference to the probable cost of said proposed improvement, the commercial advantages, if any, to be derived from such improvement, and such other Connecticut River, Conn. and Mass.  
Surveys, etc.

Board to examine, etc., improvements.

## Estimates.

information as the board may deem essential. In estimating the probable cost of said improvement said board shall take into account both direct and consequential damages and the annual cost of maintaining said improvement, and shall hear all parties interested in said improvement or who may be affected thereby, and twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the expenses of said board, and for any surveys ordered by it in addition to those already made.

## Expenses.

Providence River and Harbor, R. I.

Improving Providence River and Harbor, Rhode Island, in accordance with the report submitted in House Document Numbered One hundred and eight, Fifty-sixth Congress, first session, one hundred thousand dollars, to be expended upon the lesser project recommended in said report, of which amount so much as may be necessary may be used for the removal of Green Jacket Shoal.

Removal of Green Jacket shoal.

Pawtucket River, R. I.

Improving Pawtucket River, Rhode Island: Completing improvement, twenty-eight thousand five hundred dollars.

Pawcatuck River, R. I. and Conn.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement, nine thousand dollars.

Thames River, Conn.

Improving Thames River, Connecticut: Continuing improvement, fifteen thousand dollars.

Connecticut River below Hartford, Conn.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, thirty thousand dollars, of which amount one thousand dollars may be used for the removal of obstructions at the mouth of Salmon River.

Housatonic River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement, ten thousand dollars.

East River and Hell Gate, N. Y.

Improving East River and Hell Gate, New York: Continuing improvement, one hundred thousand dollars.

Harlem River, N. Y.

Improving Harlem River, New York: Continuing improvement, seventy-five thousand dollars.

Bronx River and East Chester Creek, N. Y.

Improving Bronx River and East Chester Creek, New York: Continuing improvement, eight thousand dollars.

Hudson River, N. Y.

Improving Hudson River, New York: Continuing improvement, two hundred and twenty-five thousand dollars, and the Secretary of War may, in his discretion, establish the east line of the improved channel in front of the city of Troy, from the foot of Congress street to the southern end of the city, so as to place it as near as practicable to the existing bulkhead line. And the Secretary of War shall appoint a board of engineers to examine and determine whether existing Government work in connection with the Upper Hudson improvement causes gorges and freshets between Albany and Coxsackie; to report what changes should be made, if any, provided such is the case, together with an estimate of the cost thereof.

Channel at Troy.

Board to examine, etc., cause of gorges and freshets.

St. Lawrence River.

Improving Saint Lawrence River at the head of Long Sault Island, in accordance with the report submitted in



House Document Numbered Two hundred and one, Fifty-sixth Congress, second session, forty-eight thousand dollars: *Provided*, That no part of said amount shall be expended until the Saint Lawrence Power Company shall have filed with the Secretary of War an agreement in writing that their canal from the Saint Lawrence River to Massena may be used for all purposes of navigation free from tolls or charges, and to the effect that if in the future a waterway connecting said canal with Grasse River shall be undertaken by the Government, such locks and dams in said canal as may be necessary may be constructed by the Government and authority be given to enter upon and use sufficient land for the construction and operation of such locks and dams without cost.

*Proviso.*  
Free use of  
St. Lawrence  
Power Com-  
pany's canal.

Locks and  
dams.

Improving Wappinger Creek, New York: Continuing improvement and maintenance, one thousand five hundred dollars.

Wappinger  
Creek, N. Y.

Improving Passaic River, New Jersey, in accordance with the report submitted in House Document Numbered Four hundred and one, Fifty-sixth Congress, first session, from Staten Island Sound through Newark Bay and the said river to the Montclair and Greenwood Lake Railroad bridge with a channel twelve feet deep to the Nairn Lino-leum Works, and ten feet deep from that point to the said railroad bridge, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and twenty-one thousand dollars, exclusive of the amount herein appropriated.

Passaic Riv-  
er, N. J.

*Proviso.*  
Contracts.

Improving Woodbridge Creek, New Jersey, in accordance with the report submitted in House Document Numbered Two hundred and eighty-two, Fifty-sixth Congress, first session, ten thousand dollars.

Woodbridge  
Creek, N. J.

Improving Keyport Harbor, Matawan Creek, Raritan, South, and Elizabeth rivers, and Shoal Harbor and Compton Creek, New Jersey: Continuing improvement and for maintenance, forty-three thousand dollars.

Keyport Har-  
bor, etc., N. J.

Improving Rancocas River, New Jersey: Continuing improvement on the Lumberton Branch, three thousand dollars.

Rancocas  
River, N. J.

Improving Shrewsbury River, New Jersey: Completing improvement, seventy-five thousand dollars.

Shrewsbury  
River, N. J.

Improving Mantua Creek, New Jersey: Continuing improvement, thirty-five thousand dollars.

Mantua  
Creek, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

Alloway  
Creek, N. J.

Improving Raccoon Creek, New Jersey, in accordance with the report submitted in House Document Numbered Two hundred and thirty-one, Fifty-sixth Congress, first session, fifteen thousand dollars.

Raccoon  
Creek, N. J.

- Tuckerton Creek, N. J.** Improving Tuckerton Creek, New Jersey, in accordance with the report submitted in House Document Numbered Two hundred and seventy-four, Fifty-sixth Congress, first session, twelve thousand dollars.
- Delaware River, N. J., Pa., and Del.** Improving Delaware River, New Jersey, Pennsylvania, and Delaware, in accordance with the report printed in House Document Numbered Ninety-one, Fifty-sixth Congress, first session, with a view to obtaining a channel six hundred feet wide and thirty feet deep from Christian street, Philadelphia, to deep water in Delaware Bay, six hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of the said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Proviso.**  
**Contracts.**
- Allegheny River, Pa.** Improving Allegheny River, Pennsylvania: Continuing improvement and for maintenance, ten thousand dollars.
- Six mile Island dam.** The Secretary of War is authorized and directed to prosecute the work of constructing the dam at or near the head of Six Mile Island: *Provided*, That the expenditure shall not exceed the present limit of cost until further estimates shall have been submitted and said limit of cost extended by law.
- Proviso.**  
**Limit of cost.**
- Monongahela River, Pa.** Improving Monongahela River, Pennsylvania: For the rebuilding of lock and dam two, in accordance with the report submitted by the engineer in charge, dated February fourth, nineteen hundred and two, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and fifty-five thousand nine hundred and sixty-one dollars, exclusive of the amounts herein and heretofore appropriated.
- Proviso.**  
**Contracts.**
- Appoquinimink, etc., rivers, Del.** Improving Appoquinimink, Murderkill, and Mispillion rivers, Delaware: For maintenance, fifteen thousand dollars.
- Smyrna River, Del.** Improving Smyrna River, Delaware, in accordance with the report submitted in House Document Numbered Ninety, Fifty-sixth Congress, second session, fifteen thousand dollars: *Provided*, That no part of said amount shall be expended until a satisfactory title of the land required for crosscuts and other portions of this improvement shall be obtained without expense to the Government.
- Proviso.**  
**Title.**
- Susquehanna River, Md.** Improving Susquehanna River above and below Havre de Grace, Maryland: Continuing improvement, ten thousand dollars.

Improving Elk River, Maryland: Completing improvement, in accordance with report submitted in House Document Numbered One hundred and five, Fifty-sixth Congress, first session, sixteen thousand six hundred and sixty-five dollars.

Elk River,  
Md.

Improving Potomac River at the city of Washington, District of Columbia: Continuing improvement, seventy-five thousand dollars.

Potomac  
River, D. C.

Improving Anacostia River, District of Columbia, with a view to the interests of commerce and navigation, in accordance with such portions of the report submitted in House Document Numbered Eighty-seven, Fifty-fifth Congress, third session, as relates to section one of said river, being the portion below the Navy Yard bridge, one hundred and fifty thousand dollars.

Anacostia  
River, D. C.

Improving Rappahannock River, Virginia: Continuing improvement and for maintenance, twenty-five thousand dollars.

Rappahan-  
nock River, Va.

Improving York River, Occoquan, Lower Machodoc, Nandua, Aquia, and Carters creeks, Virginia, sixteen thousand dollars. In the improvement of Carters Creek the Secretary of War may, in his discretion, spend an amount sufficient to dredge a channel in the eastern branch near Galley Hook Point so as to afford a depth of twelve feet by a width of one hundred feet.

York River,  
etc., Va.

Improving Pagan River, Virginia, in accordance with the report submitted in House Document Numbered Eighty-eight, Fifty-sixth Congress, second session, ten thousand eight hundred and seventy dollars.

Pagan River,  
Va.

Improving James River, Virginia: Continuing improvement, and for extending the improvement of James River to the head of navigation at the docks, in accordance with the report submitted in House Document Numbered Two hundred and thirty-four, Fifty-sixth Congress, first session, three hundred thousand dollars: *Provided*, That no part of said amount shall be expended for turning basins or areas mentioned in said report: *And provided further*, That not more than one-half of said appropriation shall be expended for the improvements above the city line of the city of Richmond.

James River,  
Va.

Provisos.  
Restrictions.

Expendi-  
tures.

Improving Appomattox River, Virginia: For maintenance, seven thousand five hundred dollars. And for the deflection and improvement of the river at Petersburg, Virginia, in accordance with the report submitted in House Document Numbered One hundred and thirty-nine, Fifty-sixth Congress, second session, twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and seventy-

Appomattox  
River, Va.

Proviso.  
Contracts.

five thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Little Kanawha River, W. Va.

*Proviso.*  
Locks and dams.

Improving Little Kanawha River, West Virginia: For maintenance, one thousand dollars: *Provided*, That an estimate shall be made of the probable cost of each of the four locks and dams in said river not owned by the Government, as well as the present condition of said locks and dams, and the probable cost of repair, if any, required, and the advisability of acquiring the same in the interest of navigation upon said river.

Norfolk, Va., to Albemarle Sound, N. C.  
Inland waterway.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Completing improvement, twenty-three thousand four hundred dollars.

Scuppernong River, N. C.

Improving Scuppernong River, North Carolina, in accordance with the report submitted in House Document Numbered One hundred and thirty-one, Fifty-sixth Congress, second session, ten thousand dollars.

Pamlico and Tar rivers, N. C.

Improving Pamlico and Tar Rivers, North Carolina: Completing improvement and for maintenance, thirty-five thousand five hundred dollars.

Neuse and Trent rivers, N. C.

Improving Neuse and Trent rivers, North Carolina: Continuing improvement and for maintenance, twenty thousand dollars, of which amount so much thereof as may be necessary may, in the discretion of the Secretary of War, be expended in deepening the Neuse River at and below Newbern, in accordance with the report submitted in House Document Numbered Three hundred and seventeen, Fifty-fourth Congress, second session. The said Trent River shall be improved in accordance with the report submitted in House Document Numbered One hundred and twenty-one, Fifty-sixth Congress, second session, and of the amount herein appropriated five thousand dollars may be expended at Newbern.

Northeast, Black, and Cape Fear rivers, N. C.

Improving North East and Black rivers and Cape Fear River above Wilmington, North Carolina: Continuing improvement and for maintenance, ten thousand dollars.

Cape Fear River, N. C.  
Locks and dams.

Improving Cape Fear River, North Carolina, above Wilmington, in accordance with the report submitted in House Document Numbered One hundred and eighty, Fifty-sixth Congress, second session, fifty thousand dollars, to be expended in obtaining suitable sites for the locks and dams designated in said report.

Mooring dolphins.

Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvement and for maintenance, one hundred and fifty thousand dollars, of which amount so much as may be necessary may be used in the construction of mooring dolphins, in accordance with the approved project: *Provided*, That of the amount herein appropriated one thousand dollars, or so much thereof as may be necessary, shall be expended in removing obstructions at the mouth of the Brunswick River, in accordance with the estimates submitted in Senate Docu-

*Proviso.*  
Removal of obstructions, mouth of Brunswick River.

ment Numbered One hundred and thirty, Fifty-sixth Congress, second session.

Improving Fishing Creek, North Carolina: For maintenance, from its mouth to Beech Swamp, two thousand dollars.

Fishing Creek, N. C.

Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement and for maintenance, nine thousand five hundred dollars.

Beaufort Harbor and New River, N. C.  
Inland waterway.

Improving Waccamaw River, North Carolina and South Carolina, and Little Pedee River, South Carolina: Continuing improvement and for maintenance, ten thousand five hundred dollars.

Waccamaw River, N. C. and S. C.  
Little Pedee River, S. C.

Improving Great Pedee River, South Carolina: Continuing improvement, twenty-two thousand five hundred dollars, of which amount twelve thousand dollars shall be expended on the upper portion of said river in accordance with the report submitted in House Document Numbered One hundred and twenty-four, Fifty-sixth Congress, second session: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the improvement on said upper portion, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and six thousand three hundred dollars, exclusive of the amounts herein and heretofore appropriated.

Great Pedee River, S. C.

*Provido.*  
Contracts.

Improving Santee, Wateree, and Congaree rivers, South Carolina: Continuing improvement and for maintenance, twenty-seven thousand dollars.

Santee, Wateree, and Congaree rivers, S. C.

Improving inland waterway between Charleston and Beaufort, South Carolina, with a view to a connection between the South Edisto and Ashepoo rivers at or near Fenwicks Island, in accordance with the report printed on pages nine hundred and ninety-nine et sequentes in the report of the Chief of Engineers for eighteen hundred and eighty-eight, thirty thousand dollars.

Charleston and Beaufort, S. C.  
Inland waterway.

Improving Wappoo Cut, South Carolina: Continuing improvement, eight thousand dollars.

Wappoo Cut, S. C.

Improving Beaufort River, South Carolina: For maintenance, two thousand dollars.

Beaufort River, S. C.

Improving Oconee River, Georgia: Continuing improvement and for maintenance, twenty-five thousand dollars.

Oconee River, Ga.

Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.

Altamaha River, Ga.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement and for maintenance below Columbus, Georgia, one hundred thousand dollars.

Chattahoochee River, Ga. and Ala.

Improving Flint River, Georgia: Continuing improvement, twenty-five thousand dollars.

Flint River, Ga.

Improving Coosa River, Georgia and Alabama, and the Oostenaula and Coosawattee rivers, Georgia, thirty-

Coosa, etc., rivers, Ga. and Ala.

	five thousand dollars, of which amount ten thousand dollars, or so much thereof as may be necessary, shall be expended upon the last-named rivers, and the balance upon the channel of the Coosa River between its source and the site of Lock Numbered Four. From the balance remaining on hand to the credit of the lower portion of said Coosa River between Wetumka and the railroad bridge, a further sum of ten thousand dollars shall be expended upon that portion of said river above the said railroad bridge. And the Secretary of War shall cause a survey to be made of the Coosa and Alabama rivers with a view to determining the advisability of securing six-foot navigation in said rivers, and the probable expense thereof; the said survey shall also contain a report upon the advisability of further prosecuting the present project for locks and dams in the Coosa River, and the expense of such survey or surveys shall be paid from the unexpended balance remaining to the credit of the said lower portion of the Coosa River, between Wetumka and the railroad bridge.
Survey.	
Expenses.	
Savannah, Ga., and Fernandina, Fla.	Improving the inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, fifteen thousand dollars.
Inside waterway.	
Indian River, Fla.	Improving Indian River, Florida, between Goat Creek and Jupiter Inlet: Continuing improvement, two thousand dollars.
Volusia bar, St. Johns River, Fla.	Improving Volusia Bar, Florida: For maintenance, two thousand dollars, of which amount so much as may be necessary may be expended upon the Saint Johns River between the said Volusia Bar and Lake Monroe.
Orange River, etc., Fla.	Improving Orange River, Florida, in accordance with report submitted in House Document Numbered Three hundred and eighteen, Fifty-sixth Congress, first session, Charlotte Harbor and Caloosahatchee River, Florida, from Puntarasa to Punta Gorda [ <sup>a</sup> ], in accordance with the report submitted in House Document Numbered Two hundred and eighty-six, Fifty-sixth Congress, first session, nine thousand five hundred dollars, of which so much as may be necessary may be expended between Puntarasa and Fort Thompson.
Apalachicola River, Fla.	Improving Apalachicola River, Florida, including the cut-off and Lower Chipola River: Continuing improvement, six thousand dollars.
Kissimmee River, Fla.	Improving Kissimmee River [ <sup>b</sup> ], Florida, in accordance with the report submitted in House Document Numbered One hundred and seventy-six, Fifty-seventh Congress, first session, eight thousand dollars.
Ocklawaha River, Fla.	Improving Ocklawaha River, Florida: Continuing improvement and for maintenance, two thousand dollars.

<sup>a</sup> The waterway to be improved between Punta Gorda and Puntarasa is known as Pine Island Sound.

<sup>b</sup> The project thus adopted contemplates also the improvement of Istokpoga Creek, which empties into Kissimmee River about 10½ miles north of Fort Bassinger.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, sixteen thousand dollars, of which amount ten thousand dollars shall be expended for the improvement of the river between Newton and Geneva, and four thousand dollars for dredging the channel at the Cypress Top outlet of said river.

Choctawhatchee River, Fla. and Ala.

Improving Escambia and Conecuh rivers, Florida: Continuing improvement, five thousand dollars, the whole or any part of which sum may, in the discretion of the Secretary of War, be expended in dredging a channel to the depth of eight and one-half feet into the mouth of the Escambia River.

Escambia and Conecuh rivers, Fla.

Improving Upper Chipola River, Florida: Continuing improvement, two thousand dollars.

Upper Chipola River, Fla.

For the removal of the water hyacinth from the navigable waters of the States of Florida, Texas, and Louisiana, so far as it is an obstruction to navigation, fifty thousand dollars: *Provided*, That the amount herein appropriated and the unexpended balance of amounts heretofore appropriated for this purpose in the States of Florida and Louisiana may, in the discretion of the Secretary of War, be used in exterminating or removing such plant by any mechanical, chemical, or other means whatsoever.

Removal of water hyacinth.

*Proviso.*  
Extermination by mechanical, etc., process.  
Vol. 30, pp. 1139, 1141.  
*Ante*, pp. 869, 872.

Improving Crystal, Manatee, Anclote, Suwanee, and Withlacoochee rivers, Florida: Continuing improvement and for maintenance, thirty-five thousand dollars, and the further sum of fifteen thousand dollars, to be used in deepening the channel from the mouth of the Withlacoochee River to the loading pool in the Gulf of Mexico, being a distance of eleven thousand seven hundred and eighty feet, to the depth of eight feet, and to straighten said channel where the same is crooked, and for the maintenance of said channel.

Crystal, etc., rivers, Fla.

Improving Saint Johns River, Florida, from Jacksonville to the ocean: Continuing improvement, three hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute the approved and modified project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate nine hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That out of said amounts one hundred and fifty thousand dollars may be expended in the construction or purchase of a sea-going suction dredge.

St. Johns River, Fla.

*Proviso.*  
Contracts.

Dredge.

Improving Saint Johns River, Florida, at Orange Mills Flats: Continuing improvement, thirty thousand dollars.

Orange Mills flats, Fla.

Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.

Alabama River, Ala.

Improving the Black Warrior, the Warrior, and the Tombigbee rivers, Alabama: Continuing improvement with a view to securing a navigable depth of six feet in

Black Warrior, etc., rivers, Ala.

*Providos.*  
Locks and  
dams.

said rivers from Mobile to Mulberry and Locust forks in said Black Warrior River, three hundred and seventy-four thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for constructing locks and dams one, two, and three in the Tombigbee and Warrior rivers, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars exclusive of the amounts herein and heretofore appropriated: *Provided further*, That ten thousand dollars of the amounts herein or heretofore appropriated for said project may, in the discretion of the Secretary of War, be expended for continuing improvement and for maintenance on said river from Tuscaloosa to Demopolis; and the Secretary of War is authorized and directed to cause a survey to be made to determine the location of the necessary lock sites in Tombigbee River between Demopolis and McGrews Shoals, and of locks five and six in the Black Warrior. An unexpended balance of fourteen thousand dollars remaining from the appropriation heretofore made for the construction of locks and dams Numbered Four, Five, and Six on the Warrior River is hereby transferred to be expended for the improvement of Black Warrior River in the completion of Lock Numbered Four.

From Tuscaloosa to Demopolis.

Lock sites.

Tombigbee River, Ala.

*Proviso.*  
Columbus and Walkers bridge, Miss.

Improving Tombigbee River, Alabama, from the mouth to Demopolis: For maintenance, twenty thousand dollars: *Provided*, That four thousand dollars thereof may, in the discretion of the Secretary of War, be expended between Columbus and Walkers Bridge, Mississippi.

Pascagoula, etc., rivers, Miss.

Improving Pascagoula River and its tributaries, the Chickasahay and Leaf rivers, Mississippi: For maintenance, eight thousand five hundred dollars.

Channel.

Pascagoula River, Mississippi: Continuing improvement with a view to obtaining a seventeen-foot channel, from three miles above the mouth of Dog River to the seventeen-foot contour in Mississippi Sound, one hundred and fifty feet wide above railroad bridge and three hundred feet below, in accordance with the report submitted in House Document Numbered Two hundred and eleven, Fifty-fourth Congress, second session, twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for the prosecution of said work, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one hundred and twenty-five thousand dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
Contracts.

Pearl River, Miss.

Improving Pearl River between Edinburg and Jackson, Mississippi, three thousand dollars.

Improving Pearl River below Rockport, Mississippi: For maintenance, seven thousand dollars.



Improving Yazoo River and its tributaries, the Tallahatchie and Big Sunflower rivers, Mississippi: Continuing improvement and for maintenance, fifty-five thousand dollars, of which amount a sum not exceeding four thousand dollars shall be used for the removal of obstructions at the lower end of Tchula Lake, and the unexpended balance of two thousand and thirty-six dollars and fourteen cents for construction of pumping dredge boat, and of five thousand dollars for removing the bar at Yazoo City, is hereby transferred to the fund for the general improvement of the river.

Yazoo River,  
etc., Miss.

Removal of  
obstructions.  
Balances  
available.

Improving Homochitto River, Mississippi: For maintenance, two thousand dollars.

Homochitto  
River, Miss.  
Bogue Chit-  
to, etc., La.

Improving Bogue Chitto, Chefuncte River, Bogue Falia, Tickfaw River and tributaries, Amite River, and Bayou Manchac, Louisiana, nine thousand five hundred dollars.

Improving Bayou Bartholomew, Boeuf River, Tensas River, and Bayou Macon, and Bayous D'Arbonne and Corney, Louisiana: For maintenance, fifteen thousand dollars.

Bayou Bar-  
tholomew, etc.,  
La.

Improving Red River, Louisiana, Arkansas, Texas, and Indian Territory: Continuing improvement, one hundred and thirty-five thousand dollars, of which amount ten thousand dollars may be spent above Fulton, Arkansas, and fifteen thousand dollars may, in the discretion of the Secretary of War, be spent in the improvement of the channel at Shreveport, Louisiana; and the unexpended balance of amounts heretofore appropriated for Little River from Scopini Cut-off to Knox Point and for Sulphur River is hereby transferred to the fund for the general improvement of Red River.

Red River,  
La., Ark., Tex.,  
and Ind. T.

Bayou Lafourche, Louisiana, for maintenance, seven thousand five hundred dollars.

Bayou La-  
fourche, La.

Improving Bayou Teche, Louisiana: For maintenance, seven thousand five hundred dollars.

Bayou Teche,  
La.

Improving Bayou Vermilion, Channel, Bay, and Passes, and Mermentau River and tributaries, Louisiana, eleven thousand five hundred dollars.

Bayou, Ver-  
milion, etc., La.

Improving mouths of Sabine and Neches rivers, Texas, in accordance with House Document Numbered Two hundred and ninety-nine, Fifty-fourth Congress, second session, by connecting the same with Sabine Pass by a channel eight feet deep through Sabine Lake: Continuing improvement, one hundred and twenty-five thousand dollars: *Provided further*, That in the discretion of the Secretary of War he may select a route at or near the west shore of said lake, and said channel may be connected with Port Arthur Canal: *Provided further*, That, in case such connection is made, boats shall be allowed to pass through the said canal without payment of any tolls.

Sabine and  
Neches rivers,  
Tex.  
Vol. 33, p.  
149.  
Post, p. 1045.

*Provides*.  
Route.

Free use of  
canal.

In case funds shall be furnished by the citizens of Orange and Beaumont or in any other way to secure a

Securing  
greater depth.

channel along the route herein described of a greater depth than eight feet, the amount herein appropriated may be expended in securing a greater depth than herein designated.

Galveston  
ship channel,  
etc., Tex.  
*Proviso.*  
Contracts.

Galveston Ship Channel and Buffalo Bayou, Texas: Continuing improvement, three hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be required to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated. The amounts herein appropriated and authorized shall be expended in developing the proposed channel in divisions one and two to a uniform depth: *Provided further*, That not more than one-half of said amounts shall be expended upon division two.

Expenditures  
on division  
two.

Trinity Riv-  
er, Tex.

*Provisos.*  
Contracts.

Improving Trinity River, Texas, in accordance with the report submitted in House Document Numbered Four hundred and nine, Fifty-sixth Congress, first session, one hundred and twenty-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for materials and work to prosecute the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and seventy-five thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That three hundred and fifty thousand dollars of the amounts herein appropriated and authorized shall be expended to construct locks and dams upon the river between the mouth and section one, in those places where the most serious obstructions exist, and to procure and operate snag boats, and clear the river with the purpose of permitting through navigation over the portion above described; and the sum of fifty thousand dollars of the amount herein appropriated shall be expended for the purpose of securing open channel navigation in section one of said river, and a board of engineers shall be designated by the Secretary of War to examine section one of said river as described in said House document, and report upon the feasibility and advisability of expending the further sum of three hundred and fifty thousand dollars with a view to securing not less than eight months' navigation annually upon the said section one to Dallas.

Locks and  
dams.  
Vol. 33, p.  
538.  
*Post.* p. 1061.

Open chan-  
nel.

Board to ex-  
amine, etc.

Brazos Riv-  
er, Tex.

*Proviso.*  
Purchase of  
Galveston and  
Brazos Canal.

Improving Brazos River between Velasco and Richmond, Texas, and mouths of adjacent streams: Continuing improvement, fifty thousand dollars: *Provided*, That so much thereof as may be necessary may be used in the operation of the dredge provided for this work, and the purchase of the canal from West Galveston Bay to the mouth of the Brazos at a price not to exceed thirty thousand dollars from the amount herein appropriated, if in the discretion of the Secretary of War such purchase be deemed advisable.

Improving the Brazos River, Texas, from Richmond to Old Washington, in accordance with the second plan of the report submitted in House Document Numbered Two hundred and eighty-three, Fifty-sixth Congress, second session, one hundred and fifty thousand dollars.

From Richmond to Old Washington, Tex.

Improving Cedar Bayou, Texas: Maintaining improvement, five thousand dollars: *Provided*, That the dredge constructed for use in this locality shall be available for this work.

Cedar Bayou, Tex.  
*Proviso.*  
Use of dredge.

Improving Arkansas River, Arkansas, including the general improvement and removing obstructions and operating snag boats: Continuing improvement and for maintenance, one hundred and ten thousand dollars: *Provided*, That the Secretary of War may, in his discretion, use so much of said sum as will be necessary to construct and operate a suitable dredge boat or boats to keep open a low-water navigable channel in said river so far up said river as he may deem advisable.

Arkansas River, Ark.

*Proviso.*  
Low-water channel.

Improving White River, Arkansas: Continuing improvement and for maintenance, twenty-two thousand dollars, of which amount seven thousand five hundred dollars, or so much thereof as may be necessary, may, if required in the interest of commerce and navigation, be used to prevent a cut-off in said river between Choctaw Railway bridge and the town of Duvalls Bluff.

White River, Ark.

Improving Black River, Arkansas and Missouri: Continuing improvement and for maintenance, twenty-one thousand seven hundred dollars.

Black River, Ark. and Mo.

Improving Cache River, Arkansas: Continuing improvement and for maintenance, two thousand dollars.

Cache River, Ark.

Improving Upper White River, Arkansas: For the completion of Locks and Dams Numbered One and Two, and the construction of Lock and Dam Numbered Three, authorized in the river and harbor Act of March third, eighteen hundred and ninety-nine, two hundred and seventy thousand dollars.

Upper White River, Ark.  
Locks and dams.

Improving the Ouachita and Black rivers, Arkansas and Louisiana: For maintenance and completion of survey for locks and dams, thirty-one thousand five hundred dollars; for constructing two locks and dams, including surveys and acquisition of site for same, one near Monroe, Louisiana, known as Lock Four, and the other near Rolands Raft, Arkansas, known as Lock Six, according to the project submitted in House Document Numbered Four hundred and forty-eight, Fifty-seventh Congress, first session, eighty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the work of constructing said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and fifty-three thousand nine hundred and fifty-four dollars, exclusive of the amounts herein and heretofore appropriated.

Ouachita and Black rivers, Ark. and La.

Locks and dams.

*Proviso.*  
Contracts.

Current River, Ark. and Mo.

Improving Current River, in Arkansas and Missouri: Continuing improvement and for maintenance, six thousand nine hundred dollars.

St. Francis and L'Anguille rivers, Ark.

Improving Saint Francis and L'Anguille rivers, Arkansas: Continuing improvement and for maintenance, nine thousand dollars.

Mississippi River Commission.

Repair, etc., Government levee.

To repair the Government levee heretofore constructed to prevent the cutting through the space dividing the Mississippi and Saint Francis rivers in the vicinity of Walnut Bend, Arkansas, and to extend the same about seven thousand feet to Wheel Ridge, in said State, as recommended by the Chief of Engineers in Senate Executive Document Numbered One hundred and four, Fifty-third Congress, second session, ninety thousand dollars, to be expended under the direction of the Mississippi River Commission.

Tennessee River.

Improving Tennessee River from Riverton to the mouth: Continuing improvement and for maintenance, nineteen thousand dollars.

Construction of lateral canal.

*Proviso.*  
Contracts.

Improving Tennessee River: Continuing improvement at Colbert and Bee Tree Shoals by the construction of a lateral canal, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for prosecuting the work of constructing said lateral canal, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Above Chattanooga.  
*Proviso.*  
Richland Creek.

Improving Tennessee River above Chattanooga: Continuing improvement, fifty thousand dollars: *Provided*, That so much thereof as may be necessary may, in the discretion of the Secretary of War, be expended upon Richland Creek, to facilitate navigation and the landing of boats at that point.

French Broad and Little Pigeon rivers, Tenn.

Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement and for maintenance, fifteen thousand dollars.

Cumberland River, Tenn.  
Vol. 32, p. 408.  
*Post*, p. 1023.

Improving Cumberland River, Tennessee, below Nashville: Continuing improvement and for maintenance, two hundred thousand dollars [<sup>a</sup>], of which so much as may be necessary shall be used for the completion of Lock and Dam Numbered One.

Lock and Dam No. 1.  
Vol. 32, p. 408.  
*Post*, p. 1023.  
Lease of water power.

Improving Cumberland River, Tennessee, above Nashville: For the completion of Lock and Dam Numbered One and for maintenance, one hundred and five thousand dollars [<sup>b</sup>]. And the Secretary of War is hereby authorized, in his discretion, to grant leases or licenses to the highest responsible bidder for the use of the water power created by said dam, at such a rate and on such conditions

<sup>a</sup> This appropriation is reduced to \$180,000 and the paragraph otherwise amended by act approved June 28, 1902.

<sup>b</sup> This appropriation is increased to \$200,000 and the paragraph otherwise amended by act approved June 28, 1902.

and for such periods of time as may seem to him expedient; and he is also authorized, in his discretion, to issue permits for the construction, maintenance, and operation of inlet and outlet canals and other structures, on such plans as he may approve, for the diversion of water aforesaid: *Provided*, That any lease or license so granted shall be limited to the use of the surplus water not required for navigation, and no structures shall be built and no operations be conducted which shall in any manner injure navigation, interfere with the operations of the Government, or impair the usefulness of any improvement made by the Government for the benefit of navigation; and the right of Congress to alter, amend, or repeal the provisions of this paragraph is hereby expressly reserved: *Provided further*, That before leasing or licensing such water privileges, or issuing permits for the construction and operation of such canals, or otherwise disposing of any water power or privilege, the Secretary of War shall first advertise the same in one or more daily papers at Nashville, for sixty days immediately preceding, stating specifically the right or privilege proposed to be leased or conveyed, with its exact limitations, inviting bids for the same, and he may, in his discretion, then lease the same for a specific term of years at so much per year, to be paid semi-annually in cash into the Treasury, and the Secretary of War shall reserve the right to reject any or all bids.

Canals.

*Provisos.*  
Restrictions.Right to  
amend, etc., re-  
served.

Advertising.

Bids.

Improving Clinch, Hiwassee (to the mouth of the Ocoee), and Holston rivers, Tennessee, by clearing channels in the same in accordance with the recommendations set forth in the report of the Chief of Engineers for nineteen hundred and one, eighteen thousand dollars.

Clinch, Hi-  
wassee, and  
Holston rivers,  
Tenn.

Improving Obion and Forked Deer rivers, Tennessee: For maintenance, four thousand five hundred dollars.

Obion and  
Forked Deer  
rivers, Tenn.

Improving Big Sandy River, including Levisa Fork and Tug Fork, West Virginia and Kentucky: For maintenance, three thousand dollars.

Big Sandy  
River, etc., W.  
Va. and Ky.

Improving the Big Sandy River and Tug and Levisa forks of the same, West Virginia and Kentucky; the former in accordance with the river and harbor Act of March third, eighteen hundred and ninety-nine; the latter in accordance with the report submitted in House Document Numbered Two hundred and thirty-five, Fifty-sixth Congress, second session, one hundred and seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be required to prosecute work upon the said projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and seventy-five thousand dollars, exclusive of the amounts herein or heretofore appropriated. Of the said amounts appropriated and authorized, so much thereof as may be necessary shall be expended for completing the two locks and dams upon

Vol. 30, p.  
1143.  
*Ante*, p. 875.*Proviso.*  
Contracts.

the Big Sandy River; of the balance so much thereof as may be necessary shall be used in purchasing a site for a lock and dam, and the construction of a lock on each of the said forks next above their junction, and any remaining sum may be expended in raising the crest of the lock and dam at or near Louisa in the Big Sandy River.

**Green River, Ky.** Green River, Kentucky: Continuing improvement above the mouth of Big Barren River by the construction of Lock and Dam Numbered Six, one hundred and eighty thousand dollars.

**Ohio River. From head to mouth.** Improving Ohio River from its head to its mouth: Continuing improvement, four hundred thousand dollars, of which amount twenty-one thousand dollars, or so much thereof as may be necessary, shall be expended in the construction of an ice pier at Maysville, Kentucky; forty-one thousand dollars in the improvement of the Falls of the Ohio near Louisville: *Provided*, That not to exceed three thousand dollars of this appropriation, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, in removing the deposits of every description which have accumulated at and near the ice piers now standing at various places along said river: *Provided further*, That twenty-five thousand dollars of this appropriation, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, for the improvement of the levee at Shawneetown, Illinois, so far as the same is in the interest of navigation.

**Ice pier, Maysville, Ky.** *Provisos.* The unexpended balances of funds appropriated by the river and harbor Acts of eighteen hundred and eighty-six, eighteen hundred and ninety, and eighteen hundred and ninety-four, for the construction of ice piers in the Ohio River at Ripley, Portsmouth, Pomeroy Center, Kerrs Run (upper Pomeroy), Hartford City, Ironton, Ashland, Middleport, and Gallipolis, may, in the discretion of the Secretary of War, be expended in rebuilding in a permanent and substantial manner the ice piers constructed at Middleport and Gallipolis.

**Middleport and Gallipolis, Ohio.** The unexpended balance of funds appropriated by the river and harbor Act of June third, eighteen hundred and ninety-six, for the construction of ice piers in the Ohio River at Middleport, Syracuse, and at or near the mouth of Big Hocking River, may, in the discretion of the Secretary of War, be expended in constructing in a permanent and substantial manner one ice pier at or near the mouth of the Big Hocking River, such construction to include removal, as far as practicable, of the rock reef in the harbor to be formed by such pier.

**Ice pier, mouth of Big Hocking River.** The unexpended balance of funds appropriated by the river and harbor Act of June third, eighteen hundred and ninety-six, for the construction of ice piers in the Ohio River at Middleport, Syracuse, and at or near the mouth of Big Hocking River, may, in the discretion of the Secretary of War, be expended in constructing in a permanent and substantial manner one ice pier at or near the mouth of the Big Hocking River, such construction to include removal, as far as practicable, of the rock reef in the harbor to be formed by such pier.

**Locks and Dams Nos. 2, 3, 4, 5, and 6.** Improving Ohio River: Continuing construction of Locks and Dams Numbered Two, Three, Four, Five, and Six, two hundred and seventy-five thousand dollars, of which amount one hundred and seventy-five thousand dollars, or so much thereof as may be necessary, shall be

expended in completing Lock and Dam Numbered Six: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be required to prosecute the construction of Locks and Dams Numbered Two, Three, Four, and Five for an amount not to exceed three hundred thousand dollars, to be paid for as appropriations may from time to time be made by law, exclusive of the amounts herein and heretofore appropriated. An examination at and below Pool Numbered One in said river shall be made with a view of securing increased depth and additional harbor facilities for the city of Pittsburg, and the estimate of the cost thereof shall be submitted.

*Proviso.*  
Contracts.

Pittsburg,  
Pa.  
Estimate for  
additional har-  
bor facilities.  
Lock and  
Dam No. 7.

For improving Ohio River, Pennsylvania: For surveys and purchase of site for Lock and Dam Numbered Seven, twenty-three thousand dollars, and any part thereof which may not be required for such purpose shall be available for construction of said lock and dam.

Improving Ohio River: Continuing improvement by the construction of a Lock and Dam Numbered Thirty-seven at Home City, between Cullums Ripple and Medoc Bar, below Cincinnati, Ohio, in accordance with the report submitted in House Document Numbered Three hundred and thirty-six, Fifty-seventh Congress, first session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate nine hundred and fifty thousand dollars, exclusive of the amount herein appropriated.

Lock and  
Dam No. 37.

*Proviso.*  
Contracts.

Improving Ohio River: Continuing improvement at movable Dam Numbered Eight in accordance with the report submitted in House Document Numbered One hundred and twenty-two, Fifty-fifth Congress, third session, to be used for the survey, acquisition of site for lock and dam, and construction of lock, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the lock for said dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amount herein appropriated.

Movable Dam  
No. 8.

Survey, etc.

*Proviso.*  
Contracts.

Improving Ohio River: Continuing improvement at movable Dam Numbered Eleven in accordance with the report submitted in House Document Numbered One hundred and twenty-two, Fifty-fifth Congress, third session, to be used for the survey, acquisition of site for lock and dam, and construction of lock, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the lock for said dam,

Movable Dam  
No. 11.

*Proviso.*  
Contracts.

to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amount herein appropriated.

Movable Dam  
No. 19.

Improving Ohio River between Marietta and the mouth of the Big Miami River, at Movable Dam Numbered Nineteen, in accordance with the report submitted in House Document Numbered Three hundred and thirty-six, Fifty-seventh Congress, first session, to be used for the survey, acquisition of site for dam, and construction of dam, twenty-five thousand dollars.

Bridge ob-  
structions to  
navigation.

Investiga-  
tion and re-  
port ordered.

The Secretary of War is authorized and directed to prepare a list of the bridges upon the Ohio River which are an impediment to safe and convenient navigation, and the nature and extent of the modifications required in each of them, and report the same to Congress, together with information as to whether necessary changes in said bridges, or any of them, can be secured under existing law, and, if not, what legislation is necessary in order to secure proper changes or modifications in said bridges, respectively, and an estimate of the cost thereof on each bridge: *Provided*, That the Attorney-General is authorized and directed to furnish, upon the request of the Secretary of War, an opinion upon the question whether the owners of these bridges, or any of them, can be required, under existing laws, to make the necessary changes at their own expense, and, if further legislation is required, whether by such legislation the owners of such bridges, or any or either of them, can be required to make such changes and modifications at their own expense or whether such changes or modifications, or any or either of them, must be borne by the United States, which opinion shall accompany the report of the Secretary of War to Congress.

*Proviso.*  
Cost of  
changes.

Muskingum  
River, Ohio.

Improving Muskingum River, Ohio: Continuing improvement, ten thousand three hundred dollars.

Detroit River,  
Detroit to  
Lake Erie.

Improving Detroit River, from Detroit to Lake Erie, in accordance with the report submitted in House Document Numbered Seven hundred and twelve, Fifty-sixth Congress, first session, and designated as "Plan A," five hundred thousand dollars, of which amount the Secretary of War may expend ten thousand dollars in the said river north and west of Grosse Isle for the deepening of the channel to Wyandotte, Michigan: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million two hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
Contracts.

St. Clair  
Flats Canal.

Improving Saint Clair Flats Canal, in Lake Saint Clair, in accordance with the report submitted in House Document Numbered Two hundred and thirty-four,



Fifty-sixth Congress, second session, three hundred and thirty thousand dollars.

Improving Black River<sup>[a]</sup>, at the mouth, and Rouge River, also the harbor of Monroe, Michigan: For maintenance, seven thousand five hundred dollars.

Black River,  
etc., Mich.

Improving Clinton River, Michigan: The Secretary of War is hereby authorized, in his discretion, to use any sums heretofore appropriated and now unexpended, in extending the channel up to the entrance of the Old Clinton and Kalamazoo Canal.

Clinton River,  
Mich.

Improving Saginaw River, Michigan: Continuing improvement and for maintenance, fifty thousand dollars: *Provided*, That one-half of said amount may be expended above and one-half below the county line between Saginaw and Bay counties, and of the amount to be expended above said county line the Secretary of War may expend, in his discretion, not to exceed twelve thousand five hundred dollars, from the amount herein appropriated, for improvement above the said county line, in dredging Flint, and Shiawassee rivers and Bad River up as far as Saint Charles, in accordance with House Document Numbered One hundred and thirty-five, Fifty-fifth Congress, second session.

Saginaw  
River, Mich.

*Proviso.*  
Expended  
in  
channels.

Improving Middle and West Neebish channels, Saint Marys River, Michigan, in accordance with the report submitted in House Document Numbered One hundred and twenty-eight, Fifty-sixth Congress, second session, five hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be required to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four million dollars, exclusive of the amounts herein appropriated and heretofore appropriated for the improvement of Hay Lake Channel. And the Secretary of War is authorized, in his discretion, to first complete the work on said channel between Hay Lake and Mud Lake.

St. Marys  
River, Mich.  
Middle and  
West Neebish  
channels.

*Proviso.*  
Contracts.

Channel Hay  
Lake to Mud  
Lake.

Subject to the express precedent conditions hereinafter mentioned, the Michigan Lake Superior Power Company, of Sault Sainte Marie, Michigan, its successors and assigns, after first obtaining consent of the Secretary of War and the Chief of Engineers and their approval of the said canal and remedial works proposed, is hereby authorized to divert water from the Saint Marys River into its water-power canal now being constructed at Sault Sainte Marie, Michigan, for water-power purposes while and so long as such works and diversion of water from said river shall not injuriously affect navigation therein, nor impair or diminish the water levels or any natural increase thereof either in Lake Superior or in the United States ship canal and locks or the navigable channels, locks, or ship canals connected therewith, whether natural

Water-power  
canal at Sault  
Ste. Marie,  
Mich.

Diversion of  
water into.

Protection to  
water levels.

<sup>a</sup> Empties into St. Clair River.

or artificial, now existing or which may hereafter be established or created by the United States for navigation purposes. And conditioned further, that said company shall establish, maintain and operate suitable and sufficient remedial and controlling works in the rapids of said river, to the approval of the Secretary of War and the Chief of Engineers; and said company shall maintain and operate said canal and works in accordance with any rules and regulations that may hereafter be recommended by any International Commission and that shall become operative. Whenever, in the judgment of the Secretary of War, the operation of said canal and remedial and controlling works, or either of them, either in themselves or in conjunction with any other canal or canals in the United States or Canada which now or hereafter may exist, is injuriously affecting water levels or the navigation of Lake Superior, the River Saint Marys or other channels, locks or ship canals connected therewith as hereinbefore provided, he shall impose upon said Company such rules and regulations for the operation of said canal and remedial works, as may, in his opinion, be necessary to prevent such injury. It shall become his duty, and he shall have the authority to enter upon the property of said company and to close said canal in whole or in part to the extent necessary to maintain water levels and to require said Company, at its own expense, to remove, add to or modify said works or any part thereof to the extent necessary to maintain water levels. Neither the Secretary of War nor the Chief of Engineers or any officer or other person acting under direction of them or either of them, shall be in any way liable by reason of anything done in the execution of this provision.

Secretary of War to prescribe regulations.

Maintenance of water levels.

Nonliability.

Remedies.

Riparian rights.

Right to amend, etc.

Unexpended balances.  
Distribution.

International Waterways Commission.  
Vol. 32, p. 373.  
Post, p. 1008.  
St. Clair Flats Canal.

All remedies herein provided however, shall be cumulative and shall be without prejudice to any other remedies either of the United States or of individuals for failure of said Company to maintain said levels for navigation purposes as herein provided.

Nothing herein contained shall be held to affect any existing riparian or other rights of any person or corporation, or the existing remedies therefor, or any action at law or equity now pending. The right is hereby expressly reserved to Congress to alter, amend or repeal the provisions contained in this paragraph.

The unexpended balances remaining from appropriations for Saint Marys River at the Falls shall be expended as follows: Twenty thousand dollars, or so much thereof as may be necessary, at the Sailors Encampment, with a view to avoid collisions and groundings at that point; twenty thousand dollars, or so much thereof as may be necessary, to pay the salaries and expenses of the commission created by section four herein; of the remainder, a sufficient amount may be expended for the completion and further improvement of the Saint Clair Flats Canal heretofore referred to and described in

House Document Numbered Two hundred and thirty-four, Fifty-sixth Congress, second session. So much of the balance remaining after the diversions above set forth as may not be required for work under the existing project shall be expended for the widening and improvement of the Saint Marys Falls Canal above the locks, in accordance with the project submitted in House Document Numbered One hundred and twenty-eight, Fifty-sixth Congress, second session. The provision of section four of the Act approved June sixth, nineteen hundred, entitled "An Act making provision for emergencies in river and harbor works, and so forth," giving authority to divert from the fund herein described an amount not exceeding one hundred thousand dollars to restore and make available a channel formerly used through Lake George Channel, is hereby repealed.

St. Marys  
Falls Canal.

Diversion of  
funds for Lake  
George channel  
repealed.

Vol. 31, p.  
586.  
Ante, p. 922.

Improving Grand River, Michigan: Continuing improvement, with the view of extending the same as far north as Fulton street, Grand Rapids, one hundred and fifty thousand dollars, of which one hundred thousand dollars, or so much thereof as may be necessary, may be used for the purchase or construction of a dredging plant.

Grand River,  
Mich.

Improving Fox River, Wisconsin: Continuing improvement, seventy thousand dollars, of which amount forty thousand dollars, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be expended in the construction or purchase of a suitable dredge; and five thousand dollars, or so much thereof as may be necessary, shall be used in dredging Calumet Harbor and further improving the Stockbridge harbor of refuge on the east shore of Lake Winnebago, Wisconsin; and ten thousand dollars, or so much thereof as may be necessary, shall be used to remove bars and snags from, and to otherwise improve Wolf River, Wisconsin, and for dredging and otherwise improving Miller Bay on the west shore of Lake Winnebago, Wisconsin, for the purpose of making it more available as a harbor of refuge.

Fox River,  
Wis.

Improving Saint Croix River, Wisconsin and Minnesota: For maintenance, two thousand dollars.

St. Croix  
River, Wis.  
and Minn.

Improving Red River of the North and its tributaries, Minnesota and North Dakota: Continuing improvement and for maintenance, ten thousand dollars.

Red River of  
the North,  
etc., Minn. and  
N. Dak.

The Secretary of War is hereby directed to ascertain and determine the advisability of removing the dam at or near the mouth of Minnesota River, in the State of Minnesota, and, in case he determines that the removal of said dam is advisable, he is authorized to remove the same; and the sum of two thousand five hundred dollars is hereby appropriated for that purpose.

Minnesota  
River, Minn.  
Removal of  
dam.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, five thousand dollars; which amount, together with the unexpended bal-

Wabash Riv-  
er, Ind. and  
Ill.

ance of any appropriations heretofore made for the improvement of said river, or so much thereof as may be necessary, may be expended in making a survey and estimate of the cost of improving said Wabash River below Vincennes, with a view to the necessities of commerce, and in making a proper examination of the Wabash River above Vincennes to Perrysville, also of the Little Wabash River to Carmi. In case, on such preliminary examination favorable reports shall be made the Secretary of War may in his discretion direct detailed surveys of the same to be made.

Illinois River,  
Ill.

Improving Illinois River, Illinois: Continuing improvement, seventy-five thousand dollars.

Calumet River,  
Ill. and Ind.  
*Proviso.*  
Improvement of  
channel.

Improving Calumet River, Illinois and Indiana: Continuing improvement, seventy-five thousand dollars: *Provided*, That said amount, or so much thereof as may be necessary, shall be applied in dredging to a depth of twenty feet from where said depth now exists up to One hundred and twenty-second street, in the city of Chicago, and to a depth of sixteen feet from said One hundred and twenty-second street up to the forks of said river, and from the forks of said river to a depth of ten feet up to a point one-half mile above Hammond, in the State of Indiana, and an examination shall be made with a view to securing a navigable channel of twenty-two feet from the mouth of said river to One hundred and sixth street, in the city of Chicago, and twenty feet from One hundred and sixth street to One hundred and twenty-second street, including also the old channel of the river between One hundred and thirteenth street and One hundred and sixteenth street, and sixteen feet from One hundred and twenty-second street to the forks of said river, and ten feet from the forks of said river to a point one-half mile above Hammond, in the State of Indiana. And the Secretary of War is hereby authorized to accept, in his discretion, deeds from the proper parties conveying to the United States, free from expense, such lands as may be necessary to make a proper channel two hundred feet in width from the forks of said river up to a point one-half mile above Hammond, in Indiana, and releasing, to the satisfaction of the Secretary of War, the United States from all liability for damages to adjacent property owners.

Donation of  
lands.

Chicago River,  
Ill.

Improving Chicago River, Illinois: Continuing improvement, three hundred and six thousand four hundred and fifty-seven dollars: *Provided*, That the sum of one hundred and ninety-three thousand five hundred and forty-three dollars, unexpended balance of money heretofore appropriated for the improvement of the Chicago River, making the total sum five hundred thousand dollars, may be used in the improvement of said river by constructing turning basins of proper size in said river, said turning basins to be located by, and said money expended under the direction of, the Secretary of War.

*Proviso.*  
Turning basins.

Improving Rock River, Illinois: The construction of a lock at the head of the feeder, in connection with the dam already provided for, is hereby authorized: *Provided*, That said lock may be constructed from funds already appropriated or authorized to be appropriated for the construction of the Illinois and Mississippi Canal, the said lock to be constructed in accordance with the report submitted in House Document Numbered One hundred and twenty-six, Fifty-sixth Congress, second session, and to be included in and constitute a part of the project of the Illinois and Mississippi Canal.

Rock River,  
Ill.

*Proviso.*  
Illinois and  
Mississippi Can-  
nal fund.

Fox River, Illinois: Permission is hereby given to the Fox River Navigable Waterway Association to construct a dam across said river in the northwest quarter of section thirty-six, in township forty-five, in range eight east of the third principal meridian, same being about three thousand feet below the highway bridge at McHenry, in McHenry County, Illinois: *Provided, however*, That the right is hereby reserved to alter, amend, or repeal this provision, at the pleasure of Congress: *And provided further*, That nothing contained in this paragraph shall be construed as relieving the Fox River Navigable Waterway Association from liability for any damage inflicted upon private property by reason of the construction of the dam as aforesaid.

Fox River,  
Ill. Dam author-  
ized.

Location.

*Provisos.*  
Right to  
amend, etc., re-  
served.  
Liability for  
damages.

The sum of two hundred thousand dollars, or so much thereof as may be necessary, is hereby appropriated for making such surveys, examinations, and investigations as may be required to determine the feasibility of, and to prepare and report plans and estimates of cost of, a navigable waterway fourteen feet in depth from Lockport, Illinois, by way of the Des Plaines and Illinois rivers, to the mouth of said Illinois River, and from the mouth of the Illinois River, by way of the Mississippi River, to Saint Louis, Missouri: *Provided*, That twenty-five thousand dollars of said sum, or so much thereof as may be necessary, may be expended by the Mississippi River Commission in making surveys, examinations, and investigations herein required from the mouth of the Illinois River to Saint Louis: *Provided further*, That the Secretary of War shall appoint a board of three engineers to make the surveys, examinations, and investigations hereinbefore required from Lockport, Illinois, through the Des Plaines River and Illinois River, to the mouth of said Illinois River, and that all such surveys, examinations, and investigations shall be made to determine the feasibility of, and to prepare and report plans and estimates of cost of, a navigable waterway fourteen feet in depth from Lockport, Illinois, to Saint Louis, Missouri. The said Mississippi River Commission shall make said report covering such proposed improvement from the mouth of the Illinois River to Saint Louis, and the said board of engineers shall make such report from Lockport, Illinois, to the mouth of the Illinois River: *And provided further*,

Navigable  
waterway,  
Lockport, Ill.,  
to St. Louis,  
Mo.  
Estimates,  
etc.

*Provisos.*  
Surveys, etc.

Board to ex-  
amine, etc.

Mississippi  
River Commis-  
sion to report  
on waterway.  
Mississippi  
River between  
Illinois River  
and St. Louis,  
Mo.

Board to submit plans, etc.

That the said board of engineers shall also make such surveys, examinations, and investigations as may be required to determine the feasibility of, and to prepare a report and plans and estimates of cost of, a navigable waterway seven feet in depth and of a navigable waterway eight feet in depth from the head of navigation of the Illinois River at Lasalle, Illinois, through said Illinois River to Ottawa, Illinois, and said board of engineers shall make such report of said navigable waterways of seven and eight feet, respectively, of said Illinois River from Lasalle to Ottawa, Illinois.

Reservoirs, headwaters Mississippi River.

Reservoirs at headwaters of the Mississippi River, and Mississippi River between Brainerd and Grand Rapids, Minnesota: Continuing improvement and for maintenance, two hundred and fifty thousand dollars, of which amount ten thousand dollars may be expended between Brainerd and Grand Rapids. The amount herein appropriated, except as above provided, and the unexpended balance of former appropriations shall be expended as follows: For the necessary renewal and repair of Winnibigoshish, Leech Lake, and Pokegama Falls reservoirs; in making a further investigation, including an examination and survey, of the Pine River and Sandy Lake reservoirs, with a view to determining whether or not it is advisable to renew and repair said reservoirs; in making a further investigation, in the discretion of the Secretary of War, which shall include an examination and survey of Willow River in Aitkin County, to determine the causes of and the means of preventing excessive floods in the river between the Government dam at Sandy Lake and Brainerd, and the effect thereof on navigation; in making full and accurate surveys of the flowage lines of Winnibigoshish, Leech Lake, Pokegama Falls, Sandy Lake, and Pine River reservoirs, and in permanently marking such lines on the ground; not to exceed seventy-five thousand dollars for the purchase of the lands or easements therein which are necessarily subject to overflow by reason of the legitimate operation of said reservoirs when completed.

Mississippi River. St. Paul to Minneapolis.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul, and the Washington Avenue bridge at Minneapolis: The Secretary of War is authorized and directed to continue the work of improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul, and the Washington Avenue bridge at Minneapolis, in accordance with the plans now approved and such modifications in detail as may be deemed desirable by the Secretary of War: *Provided*, That the expenditure shall not exceed the present limit of cost until further estimate shall have been submitted and the present limit of cost extended by law.

*Proviso.*

Limit of cost.

Improving the Mississippi River from the mouth of the Missouri River to Saint Paul, Minnesota: Continuing improvement, four hundred thousand dollars: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the systematic improvement of the Mississippi River between the points mentioned, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *And provided further*, That the amount to be expended upon the improvement of said river between the points mentioned shall be limited to four hundred thousand dollars per year for four years; and of the amount herein appropriated for said portion of said river there shall be expended the sum of twenty thousand dollars, or so much thereof as may be necessary, for the improvement of Quincy Bay and for removing the sand bar at the steamboat landing at Quincy, Illinois, and the further sum of ten thousand dollars for the maintenance, repair, and riprapping of the natural and artificial banks along the eastern shore of the Mississippi River from Warsaw, Illinois, to Quincy, Illinois, so far as the same will subserve the maintenance of the navigable channel of the river, and the further sum of fifteen thousand dollars, or so much thereof as may be necessary, for dredging the channel and harbor and removing sand bars at Hannibal, Missouri, and the further sum of ten thousand dollars, or so much thereof as may be necessary, for the improvement of the harbor at Muscatine, Iowa, and the further sum of fourteen thousand dollars, or so much thereof as may be necessary, for the construction of a harbor of refuge on the east shore of Lake Pepin, in the Mississippi River, according to the project reported October twenty-seventh, eighteen hundred and ninety-one, and the further sum of one thousand five hundred dollars for removing the bar in the Mississippi River at the mouth of Fountain City Bay at the foot of North street, Fountain City, Wisconsin. The ten thousand dollars heretofore appropriated by the sundry civil Act of March third, eighteen hundred and ninety-nine, for the improvement of the Mississippi River at Davenport, Iowa, with the further sum of five thousand dollars to be taken from amounts appropriated in this paragraph, shall be applied for the construction of a harbor of refuge from ice at a point at or below the said city of Davenport, and other necessary improvements of said harbor. Hamburg Bay is hereby included in and made a part of the general project for the improvement of the Mississippi River.

From mouth  
of the Missouri  
to St. Paul,  
Minn.  
*Provisos.*  
Contract.

Limit of cost.

Quincy Bay,  
Ill.

Warsaw to  
Quincy, Ill.

Hannibal,  
Mo.

Muscatine,  
Iowa.

Lake Pepin.

Fountain  
City, Wis.  
Davenport,  
Iowa.  
Vol. 30, p.  
1107.  
*Ante*, p. 841.

Hamburg  
Bay.

Des Moines  
Rapids.  
Locks and  
dams.

The Secretary of War shall cause an examination to be made of the Mississippi River at the foot of the Des Moines Rapids, near Keokuk, Iowa, to determine whether

a dam constructed at the foot of said rapids would be a benefit or impediment to the navigation of said river. He shall also cause an examination to be made of the locks of the Des Moines Rapids Canal to determine the necessity for and cost of enlarging such locks.

From mouth  
of the Ohio to  
mouth of the  
Missouri.

*Provisos.*  
Contracts.

Improving the Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: Continuing improvement, six hundred and fifty thousand dollars: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the systematic improvement of the Mississippi River between the points mentioned, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million nine hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *And provided further*, That the amount to be expended upon the improvement of said river between the points mentioned shall be limited to six hundred and fifty thousand dollars per year for four years: *And provided further also*, That the Secretary of War is authorized to cause to be examined the materials furnished and the work and labor done since May twenty-second, nineteen hundred and one, in accordance with the method and system and under the plans of the United States engineer officer in charge, to prevent the erosion of the banks at or near Sawyers Bend, in the harbor of Saint Louis, so as to improve the channel and preserve the protection works at said point, and to ascertain the reasonable value of such materials, work, and labor so furnished and done, and out of said sum to pay for so much of the same as is in the interest of navigation, not, however, to exceed the sum of fifty thousand dollars.

Limit of cost.

Material,  
work, etc.

Harbor of  
St. Louis.

Mississippi  
River Commis-  
sion.

From Head  
of Passes to  
mouth of the  
Ohio.

Expenses,  
etc.

Improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, official, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, two million two hundred thousand dollars, which shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building of levees, and for surveys, including the survey from the Head of the Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission, as aforesaid, to be paid for as appro-

*Provisos.*  
Contracts.



priations may from time to time be made by law, not to exceed in the aggregate six million dollars, exclusive of the amounts herein and heretofore appropriated, which latter amount shall be expended at the rate of two million dollars per annum for three years, beginning July first, nineteen hundred and three: *Provided further*, That the money hereby appropriated and authorized to be expended, in pursuance of contracts, or otherwise, or so much thereof as may be necessary, shall be expended in the construction of suitable and necessary dredge boats and other devices and appliances, and in the maintenance and operation of the same, with a view of ultimately obtaining and maintaining a navigable channel, from Cairo down, not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year, except when navigation is closed by ice: *And provided further*, That of the amounts hereby appropriated and authorized to be expended, the Mississippi River Commission may expend, in its discretion, as approved by the Chief of Engineers, during a period of two years in continuing improvements at New Orleans, Louisiana, Natchez and Vidalia, Mississippi and Louisiana; Memphis, Tennessee, including Wolf River; and the rectification of the Red and Atchafalaya rivers, Louisiana, an amount aggregating two hundred thousand dollars; and in like manner, from said amounts hereby appropriated and authorized, during a period of four years, aggregate amounts for continuing improvements as follows: At Greenville, Mississippi, fifty thousand dollars; at Helena, Arkansas, twenty thousand dollars; at Caruthersville, Missouri, twenty thousand dollars; at New Madrid, Missouri, twenty thousand dollars. And the Chief of Engineers shall have authority to temporarily remove one or more of the dredges now under the control of the Mississippi River Commission from the River below Cairo to the river from the mouth of the Ohio to and including the mouth of the Missouri, and to so operate the same as, in his judgment, will be most beneficial to the commerce of the whole river, and to expend, from the sum herein appropriated and authorized to be expended for the improvement of the river from the mouth of the Ohio to and including the mouth of the Missouri, for the maintenance and operation of such dredge or dredges from the mouth of the Ohio to and including the mouth of the Missouri, a sum not to exceed fifty thousand dollars per annum for four years.

Improving Missouri River at Sioux City, Iowa, and above to Stubbs Ferry, Montana: Continuing improvement, including snagging, one hundred thousand dollars, to be expended at such localities and in such amounts as the Secretary of War shall determine.

Improving the Missouri River from Sioux City, Iowa, to the mouth of the river: Continuing improvement, one hundred and seventy-five thousand dollars, said sum to be

Vol. 1. 33, p. 452.  
Post, p. 1056.  
Dredge boats, etc.

Distribution of appropriation.

New Orleans, La.  
Natchez and Vidalia, Miss. and La.  
Memphis, Tenn.  
Red and Atchafalaya rivers, La.

Greenville, Miss.  
Helena, Ark.  
Caruthersville, Mo.  
New Madrid, Mo.  
Operation of dredges.

Missouri River.  
Sioux City, Iowa, to Stubbs Ferry, Mont.

Sioux City to mouth of river.

Hermann,  
West Glasgow,  
etc.

*Proviso.*

Dikes, etc.

Missouri  
River Commis-  
sion.  
Abolished.  
Vol. 23, p.  
144.  
*Ante*, p. 410.

*Effect.*

Report of  
Commission.

Transfer of  
vessels, etc.

expended in such manner and at such localities as the Secretary of War may direct; and the Secretary of War shall cause an examination to be made of said portion of said river with a view to ascertaining whether navigation can be obtained at a reasonable cost by dredging and the removal of obstacles; also at and near Hermann, West Glasgow, Wilhites Bend, Lexington and Saint Joseph, with a view to ascertaining what improvements in these localities, if any, are necessary for navigation: *Provided*, That this examination shall not be construed to prevent any improvements which might otherwise be made at the localities named in this provision; and such dikes, or other construction, as may be necessary to protect public or private property, may be located in said stream and upon the banks thereof by abutting owners and municipalities, provided they do not interfere with the proper navigation of said river, and provided further, that the same are approved by the Government engineer having the improvement of said river in charge.

So much of the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four, as provides for the creation of a commission to be called the Missouri River Commission, and prescribes the manner of appointment, the compensation, the powers, the duties, the expenditures, and the reports thereof, be, and the same is hereby, repealed, said repeal to take effect from and after June thirtieth, nineteen hundred and two. And said Commission shall prepare and submit through the Chief of Engineers to the Secretary of War, to be by him transmitted to Congress, a full and detailed report of all their proceedings and actions since the date of their last report, and of all such plans and systems of work as may now be devised and in progress and carried out by them, and of all such additional plans and systems of works as may be devised and matured by them, with full and detailed estimates of the cost thereof, and statements of all expenditures made by them, and shall on said thirtieth day of June, nineteen hundred and two, transfer to and place under the control of the Secretary of War, or such engineer officers as he may designate, all such vessels, barges, machinery, and instruments, and such other plant or property as pertains to the improvement of the Missouri River at and below Sioux City, or of the Gasconade and Osage rivers, in the State of Missouri. And the Secretary of War shall, after said thirtieth day of June, nineteen hundred and two, superintend and control all property theretofore under the control of said Commission, and all works theretofore under their supervision, and shall expend for the purposes for which they were appropriated all appropriations made herein, and all unexpended balances of appropriations heretofore made for the improvement of said rivers,

which shall remain on hand on the said thirtieth day of June, nineteen hundred and two, and all appropriations which may hereafter be made for said rivers, or so much thereof as may be necessary.

Improving Gasconade River, Missouri: Continuing improvement and for maintenance, ten thousand dollars. Gasconade River, Mo.

Improving Osage River, Missouri: Continuing improvement and for maintenance, thirty thousand dollars, of which amount so much thereof as may be necessary shall be used for the completion of Lock and Dam Numbered One. Osage River, Mo.

Saint Francis River, Missouri: For improvement of said river from Sunk Lands to Poplin, Missouri, according to the report printed on page two thousand of the Report of the Chief of Engineers for eighteen hundred and ninety-seven, ten thousand dollars. St. Francis River, Mo.

Improving Petaluma Creek and Napa River, California: Continuing improvement and for maintenance, six thousand dollars. Petaluma Creek and Napa River, Cal.

Improving Redwood Creek, California: Completing improvement in accordance with the report submitted in House Document Numbered Eighty-seven, Fifty-fourth Congress, second session, eight thousand four hundred dollars. Redwood Creek, Cal.

Alviso Harbor and Slough, California: The unexpended balance remaining from the appropriations heretofore made for this project may be expended for the extension and further improvement of the channel heretofore made. Alviso Harbor and Slough, Cal.

For the rectification of the Stockton and Mormon channels at and near the city of Stockton, California, by the construction of a canal to divert the waters of the Mormon Channel into Calaveras River, in accordance with the report submitted in House Document Numbered One hundred and fifty-two, Fifty-fifth Congress, third session, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, not to exceed in the aggregate one hundred and seventy-five thousand dollars exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the city of Stockton or the State of California shall first furnish to the United States the right of way for said canal. Stockton and Mormon channels, Cal.  
Canal.

*Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, not to exceed in the aggregate one hundred and seventy-five thousand dollars exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the city of Stockton or the State of California shall first furnish to the United States the right of way for said canal. Provisos.  
Contracts.

San Joaquin River, California: Continuing improvement and for maintenance, eighteen thousand dollars. Right of way.

Improving Sacramento and Feather rivers, California: Continuing improvement and for maintenance from the head of navigation of each to the mouth of the Sacramento, twenty-five thousand dollars. San Joaquin River, Cal.

For carrying out the provisions of the Act of Congress providing for the restraining or impounding of mining débris in California, in accordance with the report submitted in House Document Numbered Four hundred and thirty-one, Fifty-sixth Congress, first session, one hun- Sacramento and Feather rivers, Cal.

Mining débris.  
Vol. 27, p. 511.  
*Ante*, p. 664.

Contracts.	<p>dred and fifty thousand dollars in addition to the amount heretofore appropriated. And the Secretary of War, within the limit of the appropriations heretofore and now made by Congress and by the State of California, is authorized to make a contract or contracts for such work and materials as may be necessary to carry out and complete the project, and may, out of said appropriations, purchase a site or sites in accordance with said project: <i>Provided</i>, That before entering on said work or making said contracts, the Secretary of War shall be satisfied that the State of California has appropriated for the prosecution of said project the sum of four hundred thousand dollars: <i>Provided further</i>, That contracts for the purchase of sites or for work and materials shall provide specifically that only one-half the compensation agreed to be paid shall be paid by the United States, and that the contractor or contractors shall look to the State of California for the remainder of the agreed compensation: <i>And provided further</i>, That if the work be done by the United States without contract, one-half the cost thereof shall be paid by the State of California, as the work progresses, upon estimates to be submitted from time to time by the Chief of Engineers.</p>
<i>Provisos.</i> State appropriation.	
Purchase of sites.	
Division of cost.	
Columbia River. Gauging waters, etc., of.	<p>For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars.</p>
Lower Willamette and Columbia rivers below Portland, Oreg.	<p>Improving the Lower Willamette and Columbia rivers below Portland, Oregon: Continuing improvement in accordance with the approved project, two hundred and twenty-five thousand dollars, of which amount one hundred and seventy-five thousand dollars may be used, in the discretion of the Secretary of War, for the construction or purchase of a dredge to be used in said rivers.</p>
Willamette and Yamhill rivers, Oreg.	<p>Improving Willamette River above Portland, and Yamhill River, Oregon: Continuing improvement and for maintenance, sixty-eight thousand dollars, of which amount so much thereof as may be necessary may, if required in the interest of navigation, be used in revetting the banks of the Willamette River near Independence and above Corvallis, Oregon; and five hundred dollars, or so much thereof as may be necessary, for maintenance of the Long Tom River, Oregon.</p>
Long Tom River, Oreg.	
Coquille River, Oreg.	<p>Improving Coquille River, Oregon, from Coquille City to its mouth: Continuing improvement, thirty thousand dollars.</p>
Coos River, Oreg.	<p>Improving Coos River, Oregon: For maintenance, two thousand dollars.</p>
Mouth of the Columbia River.	<p>Improving the mouth of Columbia River, Oregon and Washington: Continuing improvement in accordance with the latest approved project and such modification thereof as may be approved by the Secretary of War, five hundred thousand dollars: <i>Provided</i>, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute the approved and modified project, to be paid for as</p>
<i>Provisos.</i> Contracts.	

appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That such modifications shall not cause the total cost of the work to exceed that of the latest approved project. Modifications.

Improving Columbia River at The Cascades, Oregon: Continuing improvement, thirty thousand dollars: *Provided*, That so much thereof as may be necessary may be used in the removal of the obstructive rock in the rapids of the Columbia River, near the Cascade Locks. Columbia River at the Cascades, Oreg. *Provido.*  
Removal of rocks.

Improving Upper Columbia and Snake rivers, Oregon and Washington: Continuing improvement and for maintenance, forty thousand two hundred and fifty dollars. The unexpended balance of the appropriation heretofore made for the improvement of the Clearwater River, Idaho, is hereby made available for the improvement of the above-named rivers. Of the several sums herein provided for, twenty-eight thousand dollars, or so much thereof as may be necessary, may be expended in completing the improvement and for maintenance of the Snake River between Riparia and Lewiston, in accordance with the project recommended in House Document Numbered One hundred and twenty-seven, Fifty-sixth Congress, second session, and twenty-five thousand dollars, or so much thereof as may be necessary, may be expended in the improvement of the Snake River between Lewiston and Pittsburg Landing. Upper Columbia and Snake rivers, Oreg. and Wash.

Improving the Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington, by means of canals and the improvement of the channel of the river, in accordance with the report submitted in House Document Numbered Two hundred and twenty-eight, Fifty-sixth Congress, second session: The unexpended balance heretofore appropriated for the purpose of procuring a right of way and commencing the construction of a boat railway at said point is hereby authorized to be used for procuring a right of way and commencing the construction of said canals and commencing the other improvements contemplated as a part of said project: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, in accordance with the plan approved by the Chief of Engineers, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated, said contract or contracts to be made for such work and materials as will materially forward and advance the completion of said project: *Provided*, That before entering upon the work herein contemplated an examination shall be made by a board of engineers with a view to modifying such project in such a way as to The Dalles Rapids to Celilo Falls, Oreg. and Wash.  
  
Right of way, etc.  
  
Provisos. Contracts.  
  
Board to examine, etc.

diminish the cost thereof, and if said proposed improvement can be so modified, then said work shall be prosecuted under such modified project; otherwise the same shall be prosecuted under the existing project as set forth in the report above referred to.

Mouth of  
Willamette to  
Vancouver,  
Wash.

Improving the Columbia River between the mouth of the Willamette River and the city of Vancouver, Washington: Continuing improvement, two thousand dollars.

Siuslaw River,  
Oreg.  
Reexamination and survey.

Improving mouth of Siuslaw River, Oregon: Continuing improvement, thirty-five thousand dollars, and the Secretary of War is authorized and directed to cause to be made a reexamination and survey of said river at its mouth, and at the shoals at or near Florence, with a view to the adoption of a project for the improvement of said river which will provide for its commerce at a less cost than the existing project.

Cowlitz and  
Lewis rivers,  
Wash.

Improving Cowlitz and Lewis rivers, including the North Fork of the Lewis River, Washington: Continuing improvement and for maintenance, nine thousand five hundred dollars.

North and  
Nasel rivers.

Willapa River and Harbor: The balance on hand to the credit of this improvement may, in the discretion of the Secretary of War, be expended in snagging and otherwise improving the North and Nasal rivers.

Puget Sound,  
etc., Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement and for maintenance, thirty-five thousand dollars, of which amount fifteen thousand dollars, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be expended in removing the log jam in Nooksack River, and the Secretary of War may modify the existing plans for removing the said log jam, or, in his discretion, a channel may be cut from a point at or near the head of said jam to Bellingham Bay: *Provided*, That proper title to the lands necessary for said cut be given to the United States to the satisfaction of the Secretary of War: *And provided further*, That the cost of cutting said channel or removing said log jam shall not exceed said sum of fifteen thousand dollars.

Removal of  
log jam in Nook-  
sack River.

*Provisos.*  
Title.

Limit of cost.

Swinomish  
Slough, Wash.

Improving Swinomish Slough, Washington: Continuing improvement, thirty thousand dollars.

Okanogan  
and Pend  
Oreille rivers,  
Wash.

Improving the Okanogan and Pend Oreille rivers, Washington, twenty-two thousand five hundred dollars, of which amount so much as may be necessary shall be used for completing the improvement of the Okanogan, and the remainder for continuing improvement and for maintenance of the improvement of the Pend Oreille.

Emergencies  
appropriation.

For emergencies: To provide for the restoration of channels, or river and harbor improvements heretofore established or made by the Government, or herein provided for, where by reason of emergency occurring after the passage of this Act the usual depth of such channels or customary use of such improvement can not be maintained and there is no sufficient fund available for such

restoration, two hundred thousand dollars. The amount herein provided shall be allotted by the Secretary of War: *Provided*, That in no case shall such allotment be made unless recommended by the local engineer having such channel or improvement in charge, and by the Chief of Engineers, respectively: *Provided further*, That for no single channel or improvement shall a sum greater than ten thousand dollars be allotted, and in spending any such allotment advertising for bids may be dispensed with on the recommendation of the local engineer.

Allotment by Secretary of War.

*Provisos.*  
Recommendation by local engineer.

Limit of allotment.

Any person or persons, corporations, municipal or private, who desire to improve any navigable river, or any part thereof, at their or its own expense and risk may do so upon the approval of the plans and specifications of said proposed improvement by the Secretary of War and Chief of Engineers of the Army. The plan of said improvement must conform with the general plan of the Government improvements, must not impede navigation, and no toll shall be imposed on account thereof, and said improvement shall at all times be under the control and supervision of the Secretary of War and Chief of Engineers.

Navigable river improvements by corporations, etc.

Plans to be approved by Secretary of War, etc.

The depth of water in tidal waters whenever referred to in this Act shall be understood to mean the depth at mean low water unless otherwise expressed.

Tidal water depth.

Appropriations made for the respective works herein named, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used for maintenance and for the repair and restoration of said works whenever from any cause they have become seriously impaired as well as for the further improvement of said works.

Use of appropriations.

Surveys and examinations provided for in this section shall, unless otherwise expressed, be paid for from the appropriations made for the respective improvements or projects to which they pertain, or in connection with which they are mentioned.

Surveys and examinations.

All works of improvement heretofore or herein authorized to be prosecuted or completed under contracts may, in the discretion of the Secretary of War, be carried on by contract or otherwise, as may be most economical or advantageous to the Government.

Contracts, etc.

Where separate works or items are consolidated in this Act the amounts herein appropriated shall be expended in securing maintenance and improvement according to the respective projects herein or heretofore adopted by Congress, after giving due regard to the respective needs of each and considering the necessities of traffic. The allotments to the respective works herein consolidated shall be made by the Secretary of War upon recommendations by the Chief of Engineers. Any balances now remaining to the credit of the consolidated items in this bill shall be carried to the credit of the respective

Allotments.

Use of balances credited to consolidated items.

aggregate amounts appropriated for the consolidated items herein contained.

Combining  
contracts.

In all cases where separate appropriations are made for works in this bill if money can be more advantageously expended by combining under one contract two or more of such works, such combinations are authorized and shall be made.

Preliminary  
examinations,  
etc.

Appropriation.

Vol. 33, p.

310.

Post, p. 1053.

Provisos.

New works.

Supplemental  
reports.

SEC. 2. For preliminary examinations and surveys (other than those mentioned in section one), contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, three hundred thousand dollars: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed, are submitted no supplemental or additional report or estimate shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Board of En-  
gineers for Riv-  
ers and Har-  
bors to con-  
sider surveys,  
etc.

Duties.

Vol. 32, p.

576.

Post, p. 1011.

SEC. 3. That there shall be organized in the Office of the Chief of Engineers, United States Army, by detail from time to time from the Corps of Engineers, a board of five engineer officers, whose duties shall be fixed by the Chief of Engineers, and to whom shall be referred for consideration and recommendation, in addition to any other duties assigned, so far as in the opinion of the Chief of Engineers may be necessary, all reports upon examinations and surveys provided for by Congress, and all projects or changes in projects for works of river and harbor improvement heretofore or hereafter provided for. And the board shall submit to the Chief of Engineers recommendations as to the desirability of commencing or continuing any and all improvements upon which reports are required. And in the consideration of such works and projects the board shall have in view the amount and character of commerce existing or reasonably prospective which will be benefited by the improvement, and the relation of the ultimate cost of such work, both as to cost of construction and maintenance, to the public commercial interests involved, and the public necessity for the work and propriety of its construction, continuance, or maintenance at the expense of the United States. And such consideration shall be given as time permits to such works as have heretofore been provided for by Congress, the same as in the case of new works proposed. The board



shall, when it considers the same necessary, and with the sanction and under orders from the Chief of Engineers, make, as a board or through its members, personal examinations of localities. And all facts, information, and arguments which are presented to the board for its consideration in connection with any matter referred to it by the Chief of Engineers shall be reduced to and submitted in writing, and made a part of the records of the Office of the Chief of Engineers. It shall further be the duty of said board, upon a request transmitted to the Chief of Engineers by the Committee on Rivers and Harbors of the House of Representatives, or the Committee on Commerce of the Senate, in the same manner to examine and report through the Chief of Engineers upon any projects heretofore adopted by the Government or upon which appropriations have been made, and report upon the desirability of continuing the same or upon any modifications thereof which may be deemed desirable.

The board shall have authority, with the approval of the Chief of Engineers, to rent quarters, if necessary, for the proper transaction of its business, and to employ such civil employees as may, in the opinion of the Chief of Engineers, be required for properly transacting the business assigned to it, and the necessary expenses of the board shall be paid from allotments made by the Chief of Engineers from any appropriations made by Congress for the work or works to which the duties of the board pertain.

Rent, etc.

SEC. 4. That the President of the United States is hereby requested to invite the Government of Great Britain to join in the formation of an international commission, to be composed of three members from the United States and three who shall represent the interests of the Dominion of Canada, whose duty it shall be to investigate and report upon the conditions and uses of the waters adjacent to the boundary lines between the United States and Canada, including all of the waters of the lakes and rivers whose natural outlet is by the River Saint Lawrence to the Atlantic Ocean; also upon the maintenance and regulation of suitable levels; and also upon the effect upon the shores of these waters and the structures thereon, and upon the interests of navigation, by reason of the diversion of these waters from or change in their natural flow; and, further, to report upon the necessary measures to regulate such diversion, and to make such recommendations for improvements and regulations as shall best subserve the interests of navigation in said waters. The said commissioners shall report upon the advisability of locating a dam at the outlet of Lake Erie, with a view to determining whether such dam will benefit navigation, and if such structure is deemed advisable, shall make recommendations to their respective Governments looking to an agreement or treaty which shall

International.  
Waterways  
Commission  
proposed.

Vol. 32, p.  
362.  
*Ante*, p. 992.

Duties.  
Investigation  
of waters adja-  
cent to United  
States and Can-  
ada boundary.

Dam at out-  
let of Lake  
Erie.

United States members of Commission. provide for the construction of the same, and they shall make an estimate of the probable cost thereof. The President, in selecting the three members of said Commission who shall represent the United States, is authorized to appoint one officer of the Corps of Engineers of the United States Army, one civil engineer well versed in the hydraulics of the Great Lakes, and one lawyer of experience in questions of international and riparian law, and said Commission shall be authorized to employ such persons as it may deem needful in the performance of the duties hereby imposed; and for the purpose of paying the expenses and salaries of said Commission the Secretary of War is authorized to expend from the amounts heretofore appropriated for the Saint Marys River at the Falls, the sum of twenty thousand dollars, or so much thereof as may be necessary to pay that portion of the expenses of said Commission chargeable to the United States.

Assistants.

Expenses and salaries.  
Vol. 32, p. 362.  
*Ante*, p. 992.

Unserviceable property may be sold.

Transfer of property.

SEC. 5. That when any land or other property which has been heretofore or may be hereafter purchased or acquired for the improvement of rivers and harbors is no longer needed, or is no longer serviceable, it may be sold in such manner as the Secretary of War may direct, and the proceeds credited to the appropriation for the work for which it was purchased or acquired; and the Secretary of War may direct the transfer of any property employed in river and harbor works, and in such event the property so transferred shall be valued and credited to the project upon which it was theretofore used and charged to the project to which it shall be transferred. The Secretary may also direct a temporary transfer of any property employed in the improvement of rivers and harbors whenever, in his judgment, such transfer would secure efficient or economical results, and such adjustment in the way of charges and credits shall be made between the projects affected as may be equitable.

Enforcing rules for navigable waters.  
Vol. 23, p. 147; vol. 28, p. 362; vol. 32, p. 374.  
*Ante*, pp. 416, 711; *post*, p. 1009.

Proceedings.  
Vol. 30, p. 1153.  
*Ante*, p. 890.

Repeal of provisions in former acts.

SEC. 6. That any regulations heretofore or hereafter prescribed by the Secretary of War in pursuance of the fourth and fifth sections of the river and harbor Act of August eighteenth, eighteen hundred and ninety-four, and any regulations hereafter prescribed in pursuance of the aforesaid section four as amended by section eleven of this Act, may be enforced as provided in section seventeen of the river and harbor Act of March third, eighteen hundred and ninety-nine, the provisions whereof are hereby made applicable to the said regulations.

SEC. 7. That the provisions of river and harbor Acts heretofore passed providing for the prosecution of work upon the following projects are hereby repealed, and any amounts heretofore appropriated for any of the same now remaining unexpended shall be paid into the Treasury of the United States, to wit:

Pensaukee.

New River.

Pensaukee Harbor, Wisconsin;

New River, Virginia and West Virginia;

Wolf Lake, Indiana;

Chippewa River, Wisconsin;

Yellowstone River, Montana and North Dakota.

SEC. 8. That the Act of Congress approved June twelfth, eighteen hundred and seventy-six, entitled "An Act authorizing the residents and property owners of Neville Township, county of Allegheny and State of Pennsylvania, to close the channel of the Ohio River on the south side of Neville Island by the construction of an embankment or causeway from the head of said island to the southern shore of said river," is hereby repealed.

SEC. 9. That section six of the river and harbor Act of August eleventh, eighteen hundred and eighty-eight, is hereby amended so as to read as follows: "That for the purpose of securing the uninterrupted gauging of the waters of the Mississippi River and its tributaries, as provided for in joint resolution of the twenty-first of February, eighteen hundred and seventy-one, upon the application of the Chief of Engineers, the Secretary of War is hereby authorized to draw his warrant or requisition, from time to time, upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the sum of nine thousand six hundred dollars: *Provided, however,* That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers."

SEC. 10. That the provisions of section nine of the river and harbor Act of March third, eighteen hundred and ninety-nine, are hereby made applicable alike to the completed and uncompleted portions of the Illinois and Mississippi Canal. Whenever the Secretary of War shall approve plans for a bridge to be built across said canal he may, in his discretion, and subject to such terms and conditions as in his judgment are equitable, expedient, and just to the public, grant to the person or corporation building and owning such bridge a right of way across the lands of the United States on either side of and adjacent to the said canal; also the privilege of occupying so much of said lands as may be necessary for the piers, abutments, and other portions of the bridge structure and approaches.

SEC. 11. That section four of the river and harbor Act of August eighteenth, eighteen hundred and ninety-four, be, and is hereby, amended so as to read as follows:

"SEC. 4. That it shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration, and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated, or maintained by the United States as in his judgment the public necessity may require; and he is also authorized to prescribe regulations to govern the speed and movement of vessels and other water craft in any public navigable channel which has

Wolf Lake.

Chippewa River.

Yellowstone River.

Ohio River, Pa.

Act closing channel at Neville Island, repealed.

Vol. 19, p. 58.

*Ante*, p. 253.

Gauging waters of Mississippi River.

Vol. 25, pp. 420, 421, 424, amended.

*Ante*, pp. 510, 512, 516.

Permanent appropriation.

Vol. 16, p. 598.

*Ante*, p. 189.

*Proviso.*  
Expenses.

Illinois and Mississippi Canal.

Vol. 30, p. 1151.

*Ante*, p. 886.

Construction of bridges over.

Right of way.

Piers, etc.

Regulations of harbors, etc.

Use of canals, etc., to be regulated by Secretary of War.

Vols. 23, p. 148; 25, p. 497;

26, p. 455; 28, p. 362; 32, p. 374.

*Ante*, pp. 416, 533, 585, 711, 1008.

Speed, etc., of vessels.

been improved under authority of Congress, whenever, in his judgment, such regulations are necessary to protect such improved channels from injury, or to prevent interference with the operations of the United States in improving navigable waters or injury to any plant that may be employed in such operations. Such rules and regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

Posting of rules.

Punishment for violation.

Harbor lines, etc.  
Vol. 30, p. 1155, amended.  
*Ante*, p. 893.

Repeal.

*Provisos.*  
Prior actions excepted.  
Law prohibiting injurious deposits in New York Harbor not affected.  
Vol. 25, p. 209.  
*Ante*, p. 481.  
Vol. 28, p. 360.  
*Ante*, p. 709.

Laws relating to rivers and harbors to be printed.  
Distribution.  
Vol. 33, p. 1280.

Printing of index of reports of Chief of Engineers.  
Compilation of surveys, projects, appropriations, etc.

SEC. 12. That the last paragraph of section twenty of the river and harbor Act of March third, eighteen hundred and ninety-nine, is hereby amended to read as follows:

"That all laws or parts of laws inconsistent with the foregoing sections nine to twenty, inclusive, of this Act are hereby repealed: *Provided*, That no action begun or right of action accrued prior to the passage of this Act shall be affected by this repeal: *Provided further*, That nothing contained in the said foregoing sections shall be construed as repealing, modifying, or in any manner affecting the provisions of an Act of Congress approved June twenty-ninth, eighteen hundred and eighty-eight, entitled 'An Act to prevent obstructive and injurious deposits within the harbor and adjacent waters of New York City, by dumping or otherwise, and to punish and prevent such offenses,' as amended by section three of the river and harbor Act of August eighteenth, eighteen hundred and ninety-four."

SEC. 13. That there shall be printed three thousand copies of the laws of the United States relating to the improvement of rivers and harbors passed until and including the laws of the first session of the Fifty-seventh Congress<sup>a</sup>, of which six hundred copies shall be for the use of the Senate, fourteen hundred for the use of the House, and one thousand copies for the use of the War Department. Said compilation shall be printed under the direction of the Secretary of War.

There shall also be printed one thousand copies of an index to the reports of the Chief of Engineers, United States Army, from eighteen hundred and sixty-six to nineteen hundred, inclusive<sup>b</sup>. The Secretary of War is

<sup>a</sup> Amended by joint resolution of Congress approved Feb. 1, 1905, to include all such laws passed until and including the second session of the Fifty-eighth Congress. The laws referred to are embodied in this compilation.

<sup>b</sup> This compilation is printed as House Document No. 439, Fifty-seventh Congress, second session, and as War Department Document No. 165.

also authorized and directed to cause to be made and transmitted to the Fifty-seventh Congress at its second session a compilation <sup>[a]</sup> of preliminary examinations and surveys heretofore made. Also of all projects now under construction or maintenance, and the total amounts appropriated heretofore for the improvement and the maintenance of the rivers and harbors, and the amounts for each specific project, the said compilation to be similar in form and subject-matter to that which was prepared in accordance with section six of the river and harbor Act of June third, eighteen hundred and ninety-six, and said compilation shall include all information available on the subjects enumerated on the thirtieth of June, nineteen hundred and two. The Secretary of War is authorized and directed to ascertain, so far as practicable, and report <sup>[b]</sup> to Congress, all cases in which improvements on navigable waters of the United States have been or are being undertaken by municipalities, private corporations, or individuals, either alone or in conjunction with the Government, and information shall be furnished in such report relating to all cases of improvement of harbors and rivers by the United States in connection with which, the work of improvement, under approved projects, has included or will include inner harbors, or portions of rivers or inlets within shore lines or corporate city limits, or channels adjacent to wharves.

Vol. 29, p.  
235.  
*Ante*, p. 791.

Improvement  
of navigable  
waters by pri-  
vate parties,  
etc.

Report by  
Secretary of  
War.

SEC. 14. That the Secretary of War is hereby directed to cause preliminary examinations or surveys to be made at the localities named in this section as hereinafter provided. In all cases, unless a survey or estimate is herein expressly directed, a preliminary examination shall first be made, which shall embrace information concerning the commercial importance, present and prospective, of the river and harbor mentioned, and a report as to the advisability of its improvement. Whenever such preliminary examination has been made, in case such improvement is not deemed advisable, no survey thereof or estimate therefor shall be made without the direction of Congress; but in case the report shall be to the effect that such river or harbor is worthy of improvement, the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improving such river or harbor to be estimated and to be reported to Congress: *Provided*, That in all cases preliminary examinations, as well as surveys, provided for in this Act shall be examined and reviewed by the board provided for in section three of this Act, to wit:

Preliminary  
examinations,  
etc., author-  
ized.

*Proviso.*  
Board of En-  
gineers for Riv-  
ers and Har-  
bors.  
Vol. 32, p. 372.  
*Ante*, p. 1006.

<sup>a</sup> This compilation is printed as House Document No. 421, Fifty-seventh Congress, second session. It supersedes the similar compilation required by section 6 of the river and harbor act of June 3, 1896, and printed as House Document No. 482, Fifty-fifth Congress, second session.

<sup>b</sup> The report on this item is printed in the Annual Report of the Chief of Engineers for 1902, part 4, p. 2567 et seq.

Alabama.

ALABAMA.

Fish River.

Alaska.

ALASKA.

Wrangell Narrows, with a view to providing a safe and adequate channel.

Arizona and  
California.

ARIZONA AND CALIFORNIA.

Colorado River, from Yuma to Mexican boundary line.

Arkansas.

ARKANSAS.

Little Red River, from its mouth to and including the Government quarries at Bee Rock.

Arkansas  
and Texas.

ARKANSAS AND TEXAS.

Red River, from Fulton, Arkansas, to Denison, Texas, to determine whether the river can be made navigable by the removal of obstructions to navigation, and the cost thereof.

California.

CALIFORNIA.

Santa Cruz Bay, with a view to increasing the harbor facilities therein.

Napa River, with a view to straightening the channel in the portion above Mare Island Navy-Yard.

Belvedere Harbor in San Francisco Bay.

Connecticut.

CONNECTICUT.

Tomac Harbor.

Channel from New Haven Harbor via Oyster Point to Kimberly avenue bridge on West River.

Delaware.

DELAWARE.

Delaware Bay, Harbor of Refuge, with a view to ascertaining what further protection is necessary, if any.

Florida.

FLORIDA.

Manatee River, from mouth to Ellenton, thence to Rye. Estero River.

The two entrances to Saint Andrews Bay, with a view to securing a twenty one foot channel through one of said entrances and across the bulkhead into said bay up to the town of Saint Andrews Bay.

Gasparilla Sound and Lemon Bay, including cut-off.

Charlotte Harbor, with a view to extending the twelve-foot channel to the railroad wharf at Punta Gorda and along the dock line in front of said town.

Hillsboro Bay, with a view to determining such extension and increase of channel depth as will accommodate present and prospective commerce, with turning basin.

Blackwater and Upper East bays, and Blackwater River, from Milton to the mouth.

Key West Harbor, with a view of determining the desirability and feasibility of securing a channel thirty feet in depth and four hundred feet in width through the ship-channel entrance into the harbor of Key West, and of said depth and two thousand five hundred feet in width and one mile in length in said harbor.

## GEORGIA.

Georgia.

Oconee River, from Dublin to Skull Shoals.

Frederica River.

Skiddaway Narrows: A survey and an estimate of the cost of improving Skiddaway Narrows, connecting Isle of Hope River with Burnside River, for a channel seventy-five feet wide and six feet at mean low water.

Club and Plantation creeks with a view to providing an inside water route from the Altamaha River into the port of Brunswick.

## ILLINOIS.

Illinois.

Mississippi River at Moline, with a view to the construction of a lock.

Rock River, from the mouth to Rockford.

Ohio River, channels at or near Elizabethtown.

Quincy Harbor and Bay.

Harbor at Mound City, on the Illinois side of the Ohio River, with a view to ascertaining whether or not work at that point is necessary in the interest of navigation for the preservation and improvement of said harbor.

Ohio River from Mound City, Illinois, to Cairo, Illinois, with a view to ascertaining what improvement, if any, is desirable for the protection of the banks and levees on the Illinois side in the interest of navigation.

The east bank of the Mississippi River from the city of Quincy to Sny Levee, with a view to improving navigation by preventing the water from overflowing the natural and artificial banks along that part of the river, and deepening the channel.

## INDIANA AND KENTUCKY.

Indiana and  
Kentucky.

Ohio River, below the mouth of Green River, with a view to the construction of a movable dam, so as to make a harbor at Henderson, Kentucky, and Evansville, Indiana, and to give a depth of six feet on the lower miter sill on Lock Numbered One, Green River.

Ohio River, at the head of the Falls at Louisville, with a view to the enlargement of the present dam or the construction of a new one.

Sand Island, in the Ohio River, with a view to ascertaining the desirability of acquiring a sufficient portion thereof for the mooring of boats or barges and the making up of tows passing through the Louisville and Portland Canal.

Kansas.

KANSAS.

Kaw [Kansas] River, at or near its mouth.

Kentucky.

KENTUCKY.

Tradewater River.

Salt River, from its mouth to Shepherdsville.

Mississippi River in front of Wickliffe, Kentucky, with a view to ascertaining what improvement is necessary to preserve the harbor and facilitate navigation; such examination to be made by the Mississippi River Commission.

Ogden Landing, on the Ohio River, with a view to ascertaining whether the construction of a wing dam is required in the interest of navigation.

Pond River.

Louisiana.

LOUISIANA.

Vol. 33, p.  
588.  
Post, p. 1047.

Bayou Lafourche, examination and survey [<sup>a</sup>] for the construction of a lock and dam at the head: *Provided*, That said lock and dam shall be constructed by the Atchafalaya Basin and Lafourche Basin levee boards of the State of Louisiana, to be paid for by said boards jointly, as provided for by act numbered nine of the acts of the general assembly of the State of Louisiana of nineteen hundred. The construction of said lock and dam shall be subject to the supervision of the United States engineers, and done in accordance with plans and specifications to be furnished by said boards and approved by the Secretary of War. The work on said lock and dam may commence as soon as the said Atchafalaya Basin and Lafourche Basin levee boards shall judge proper, and the plans and specifications for said lock and dam shall have been approved by the Secretary of War, and the authority is hereby vested in said boards to construct such lock and dam. Pending the construction of said lock and dam the Secretary of War, if in his judgment the interests of the United States will not be prejudiced thereby, is authorized to grant permission to the Lafourche Basin levee board and Atchafalaya Basin levee board of Louisiana to place a temporary dam across the Bayou Lafourche at or near its junction with the Mississippi River, and to

<sup>a</sup>This office being familiar with the circumstances attending the enactment of this paragraph into law, it was considered that the provisions thereof did not contemplate the making by the Government of the usual examination and survey, but simply required that the plans and specifications be passed upon and that the work of construction be supervised as specified. Accordingly an examination and survey in the ordinary sense were not made.



maintain said temporary dam for a period of not exceeding two years and six months from the date of this Act: *Provided*, That prior to the granting of such permission by the Secretary of War the State of Louisiana shall legally authorize said levee boards to construct such temporary dam: *Provided further*, That before beginning the construction of said dam the said levee boards shall enter into an agreement with the proper officer of the United States, with good and sufficient security, for the removal of said temporary dam at or before the expiration of the period of two years and six months aforesaid: *Provided further*, That Congress may at any time amend or repeal this law.

Bayou Tigre [<sup>a</sup>].

Bayou Grossetete.

Tangipahoa River.

#### MAINE.

Maine.

Ile au Haut Thoroughfare between the island of Ile au Haut and Kimballs Island, with a view to obtaining a channel twelve feet deep and thirty feet wide.

Cape Small Harbor.

York Harbor.

Damariscotta River to bridge at Damariscotta, with a view to obtaining a depth of twelve feet.

New Harbor.

Medomac River to the head of navigation.

#### MARYLAND.

Maryland.

Patapsco River, with a view to a deep channel from the main channel in said river to the drawbridge at the mouth of Bear Creek.

For the widening to two hundred feet and deepening to thirty feet of the present channel from the Brewerton Channel of the Patapsco River to Sparrows Point, Maryland.

#### MASSACHUSETTS.

Massachusetts.

Salem Harbor.

Little Harbor, Woods Hole.

Onset Harbor.

Weymouth Fore River.

Weepectet Rock [<sup>b</sup>].

#### MICHIGAN.

Michigan.

South Haven Harbor, with a view to obtaining eighteen feet depth of channel.

Channel in Detroit River twenty feet deep from main channel to Wyandotte.

<sup>a</sup> The report on this item had reference to the bayou of this name that has its source in Vermillion Parish and discharges into Bayou Petite Anse through a canal dug by adjoining plantation owners, and thence into Vermillion Bay.

<sup>b</sup> Lies in Buzzards Bay, off Uncatena Island.

Point Aux Barques [<sup>a</sup>] with a view to improvement as harbor of refuge.

Gladstone Harbor, with a view to obtaining a channel eighteen feet in depth.

Ontonagon Harbor, with a view of ascertaining whether further improvements are necessary, and to what extent.

Arcadia Harbor, estimate of cost of maintaining piers and channel.

Marquette Harbor and vicinity, with a view to ascertaining whether further harbor of refuge facilities are needed, and if so, at what point.

Manistique Harbor.

Charlevoix Harbor, with a view to obtaining a channel eighteen feet in depth from Lake Michigan to Pine Lake.

#### Minnesota.

#### MINNESOTA.

Otter Tail Lake and Otter Tail River, Minnesota: Continuing survey with a view to the construction of a dam at the outlet of said lake; for the purpose of improving the navigation on the Red River of the North, Minnesota.

Red Lake and Red Lake River, Minnesota: Continuing survey with a view to the construction of a dam with locks at the outlet of said lake, for the purpose of improving the navigation of the Red River of the North and the said Red Lake River, Minnesota.

Big Stone Lake and Lake Traverse, Minnesota and South Dakota: Continuing survey with a view to constructing reservoirs therein for the improvement of the navigation of the Minnesota River.

Bay at the mouth of Split Rock River [<sup>b</sup>], with a view to constructing a harbor therein.

Saint Louis River from the foot of the rapids to New Duluth, with a view to increasing the depth to eight feet.

Inner harbor at Lake City [<sup>c</sup>], with a view to securing a harbor of refuge.

Grand Marais, with a view to ascertaining the necessity of making any change in or addition to the east pier.

#### Mississippi.

#### MISSISSIPPI.

Chickasahay River to Bucatunna.

Yalobusha River from Grenada to its mouth.

Tallahatchie River, from mouth of Coldwater River to Batesville.

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<sup>a</sup> Pointe Aux Barques is the extreme end of what is known as the "Thumb"—that is, the peninsula lying between Saginaw Bay and Lake Huron.

<sup>b</sup> This bay, so called, is formed by a slight natural indentation of the shore line of Lake Superior. The harbor is known as Split Rock Harbor, a small settlement known as Split Rock being located at the river's mouth.

<sup>c</sup> The so-called "inner harbor" is a pond situated upon the point of land that extends into Lake Pepin at Lake City.

Channel from Biloxi to Ship Island Harbor, with a view to obtaining additional depth and width.

Big Black River, from mouth to the Illinois Central Railroad bridge.

Horn Island Pass, with a view to a channel of twenty-five feet depth and suitable width.

## MISSOURI.

Missouri.

Missouri Chute [<sup>a</sup>], with a view to ascertaining whether the closing of the same is required in the interest of navigation.

## NEW HAMPSHIRE.

New Hampshire.

Hampton River and harbor.

## NEVADA.

Nevada.

The Secretary of War shall cause a reexamination of the Colorado River to be made with a view to removing obstructions, deepening and rendering navigable the channel between El Dorado Canyon and Rioville, Nevada.

## NEW JERSEY.

New Jersey.

Raritan Bay, with a view of obtaining a depth of twenty-two feet of water four hundred feet wide at mean low tide from South Amboy to tail of Great Beds.

Shrewsbury River, with a view to obtaining an eight-foot channel from its mouth to Red Bank on the north branch, and to Branchport on the south branch.

## NEW YORK.

New York.

Minnisceongo River.

Catskill Creek.

Flushing Bay, with a view to repairing, completing, or removing the dike in said bay and extending the channel to Ireland [Ireland] Mills.

East Chester Creek.

Ticonderoga River.

Olcott Harbor.

Oswego Harbor, with a view to ascertaining the cost of necessary repairs to the outer breakwater.

Erie Basin [<sup>b</sup>].

<sup>a</sup> The report on this item had reference to the chute in the Mississippi River between Puckett Island and the Missouri shore. Puckett Island is separated from Crains Island by a very narrow bayou never containing much water except at high stages, so that the two islands together are generally spoken of as Crains Island.

<sup>b</sup> The report on this item had reference to the basin of this name at Buffalo.

Black Rock Harbor, with a view to obtaining a suitable channel for deep-draft vessels around the rapids and shoals at the head of the Niagara River.

Sheepshead Bay.

Harlem Kills [<sup>a</sup>] from the lower end of Harlem River to Long Island Sound.

North Caro-  
lina.

NORTH CAROLINA.

Lockwoods Folly River.

Livingston Creek.

Indian Island Slough, from Pamlico River to mouth of South River, with a view of obtaining a depth of seven, eight, and nine feet, respectively, and one hundred feet wide, or as wide as may be necessary.

Carrot Island Slough, beginning at a point opposite Middle Marshes, and thence through Carrot Island Slough and Lewis Thoroughfare to the main channel in Newport River, with a view of obtaining a navigable depth of seven, eight, nine, and ten feet at mean low water.

Waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina, with a view to the construction of a channel not less than sixteen feet in depth, upon the most advantageous route between the points named: *Provided*, That the examination and survey shall be made by a board of engineer officers detailed by the Secretary of War, and any report made shall include the probable cost of any private waterway that it may be to the interest of the United States to acquire in connection with the proposed improvement: *Provided further*, That the total expense of the examination and of any survey which may be made shall not exceed the sum of five thousand dollars.

Neuse River, from Goldsboro to Newbern, with a view to securing a depth of three feet.

New River.

Perquimans River, at and near Hertford.

Ohio.

OHIO.

Muskingum River from Zanesville to Coshocton, with a view to obtaining a navigable depth of six feet.

Huron Harbor, with a view to securing a channel with a depth of twenty feet.

Sandusky River from its mouth to Fremont.

Portage River to the Oak Harbor Bridge.

Rocky River Harbor.

Vermillion Harbor.

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<sup>a</sup> Known also as Bronx Kills.

## OREGON.

Oregon.

Yamhill River, with a view to prolonging the period of navigation.

Canal and locks at Willamette Falls, Willamette River, Oregon: The Secretary of War is hereby authorized and directed to ascertain, through a board of engineers or otherwise, and report to the House, whether either the acquisition of the present canal and locks at Willamette Falls, Oregon, or a construction of new canal and locks by the United States Government and their operation for the exclusive benefit of the navigation of said river, would, by withdrawing the waters of the Willamette River from the channels in which they have been accustomed to flow or otherwise, injure in a material manner the operations of the manufacturing enterprises now in operation or contemplated at the falls of the Willamette River. Also to ascertain, through the Department of Justice or otherwise, and report to Congress, whether the Portland General Electric Light Company, of Oregon, by virtue of its ownership of certain real property at Willamette Falls, in the Willamette River, Oregon, has a legal, valid, and existing right and title, as against the United States, for the full, free, and continued use of the waters of the Willamette River for the use of the manufacturing enterprises now located on their property, whether such water is needed for navigation or not, and if so, what method would be necessary on the part of the United States Government to acquire title to such water for the purpose of navigation, and the measure of damages it must pay to such company.

Yaquina River from its mouth to Elk City.

Willamette River between the city of Portland and Oregon City.

Willamette River, opposite Albany, with a view to ascertaining whether a diversion of said stream at that point would result in injury to navigation.

Umpqua River, with a view to ascertaining whether present needs of commerce require improvement at the mouth thereof.

## PENNSYLVANIA.

Pennsylvania.

Susquehanna River below Northumberland.

Susquehanna River near Wilkesbarre, with a view to ascertaining the desirability of removing the two dikes constructed in said stream, and in case such removal is reported to be desirable, the Secretary of War is authorized to allow the same to be done.

Monongahela River, Locks and Dams One, Three, Four, and Five.

Beaver River, from the Ohio River to the northern end of Beaver Falls Borough, with a view to slackwater navigation.

## Rhode Island.

## RHODE ISLAND.

Mill Cove, Wickford Harbor, extending north from the entrance to Wickford Harbor, and from the entrance of said cove on the south, northwardly for a distance of about one-half mile, with a view to determining the advisability of deepening said cove so as to furnish a depth of seven feet in the portions described or otherwise.

Newport Harbor, with a view to securing a depth of eighteen feet through the channel and its approaches eastward of Goat Island.

## South Carolina.

## SOUTH CAROLINA.

Georgetown Harbor, with a view of obtaining a channel with a navigable depth of eighteen feet at mean low water, and a width of four hundred feet, or such width as may be necessary or practicable, from a point one mile above the limits of the city of Georgetown, in Sampit River, to the ocean entrance of Winyaw Bay, South Carolina, as far seaward as may be necessary to form a project to secure said depth.

Charleston Harbor, to ascertain the advisability of extending the jetties with a view to providing a harbor of refuge.

Port Royal Bar [<sup>a</sup>], with a view to providing a channel twenty-five feet deep and five hundred feet wide.

Edisto River, from the mouth to the Aiken and Edgefield line.

Waccamaw River.

Beaufort River, from its mouth to Beaufort.

Black River, from its mouth to Kingstree.

Wateree River, from its mouth up to Camden. And until further action by Congress improvement on said river is suspended.

## Tennessee.

## TENNESSEE.

Elk River.

Big Hatchie River, from its mouth to Rialto.

Obion and Forked Deer rivers.

Hiwassee River, from the mouth of the Ocoee River to the ferry at the head of Jenkins Island.

## Texas.

## TEXAS.

Matagorda Bay and Lavaca Bay, with a view to securing a channel nine feet in depth and one hundred feet in width between said bays.

Saint Charles Bay, with a view to the removal of reefs which now obstruct navigation.

Ship channel from Beaumont and Orange, on the Sabine and Neches rivers, to Sabine Pass on the west side of said lake, at or near the margin of said lake, with a view

<sup>a</sup> Situated at the outer entrance to Port Royal Sound.

to excavating a channel of a depth of nine, twelve, eighteen, and twenty-five feet, and as to the practicability and feasibility of connecting the channel proposed above with the channel or canal now known as the Port Arthur Canal, extending from Sabine Pass to Port Arthur, and as to other matters touching the construction, excavating, and desirability of the channel herein proposed which may be deemed worthy or material, and as to such other facts in connection with the construction of said canal as the Secretary of War may deem proper.

Cypress Bayou, and especially Cypress Bayou with the lakes between the city of Jefferson, Texas, and the Red River, with a view to ascertaining whether the same can be made navigable by means of a dam put below Albany Flats, and by cutting a ditch in a northeasterly direction into Red River.

The Guadalupe River from light-draft navigable water in San Antonio Bay, first to the city of Victoria, second above said city to a point whence navigation may be feasible and desirable.

The Sulphur River from its mouth to Sulphur Station, with a view to ascertaining the best and most advisable method to procure a navigable depth of four, five, and six feet.

Sabine River from its mouth to Logansport.

#### VIRGINIA.

Virginia.

Oyster Harbor.

Alexandria Harbor, with a view to improving the channel in Hunting Creek and across the Potomac to Maryland.

#### WASHINGTON.

Washington.

Duncan Rocks, Straits of Juan de Fuca, with a view to the removal of the same.

Snohomish River, between the city of Snohomish and the confluence of the Skykomish and Snoqualmie rivers, including Stretches Riffle, with a view to providing a channel of sufficient depth and width at low water to accommodate steam vessels which may reasonably be expected to navigate said waters.

The Puyallup and other waterways, not already surveyed, of the harbor of Tacoma, with a view to further harbor improvement.

Columbia River, between Vancouver and the mouth of the Willamette, with a view to ascertaining the effects of the dikes and other works between the points named.

#### WEST VIRGINIA.

West Virginia.

Little Kanawha River, with a view of continuing the improvement thereof to Burnsville.

Big Kanawha River from Lock Numbered Two to the Falls.

Elk River, with a view to open river navigation.  
 Cheat River.  
 New River at its confluence with the Greenbrier River.

Wisconsin.

WISCONSIN.

Harbor at South Milwaukee: Resurvey, with a view to the modification of the present plan of said harbor, and with a view to ascertaining the feasibility and advisability of the construction of a harbor suitable for the needs of commerce at said port, with plans and estimates of the same.

Harbor at Port Washington.

Harbor at Stone Haven, with a view to the improvement of the same by the construction of piers or otherwise to meet the demands of commerce at this port.

Milwaukee: The Menominee, Milwaukee, and Kinnickinnick rivers, in the city of Milwaukee, with a view to the improvement and enlargement of the harbor facilities at Milwaukee by the deepening of said rivers and the construction of one or more turning basins or otherwise. In any estimate, the cost of land required, if any, shall not be included.

Approved, June 13, 1902.

June 18, 1902. **CHAP. 1123.**—An Act Allowing the construction of a dam  
 Vol. 32, p. 392. across the Saint Lawrence River.

Preamble.

Whereas it is represented that the government of the Dominion of Canada, with a view of improving the navigation of the channel excavated through the rapids at the head of Les Galops Island, in the Saint Lawrence River, proposes to construct a dam from Adams Island, in Canadian territory, to Les Galops Island, in United States territory; and

Whereas the consent of the United States to the construction of that part of the work which will be upon United States territory is desired: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That consent is hereby given for the construction of the portion of the aforesaid dam which crosses or abuts upon the territory of the United States: *Provided,* That the type of the proposed dam and the plans of construction and operation thereof shall be such as will not, in the judgment of the Secretary of War, materially affect the water level of Lake Ontario or the Saint Lawrence River or cause any other injury to the interests of the United States or any citizen thereof: *And provided further,* That the work of construction on United States territory shall not be commenced until plans and details of the work shall have been submitted to and approved by the Secretary of War.

Approved, June 18, 1902.

St. Lawrence  
River.

Canadian  
government  
may dam at  
Les Galops Is-  
land.

*Provides.*  
Protecting  
water level of  
Lake Ontario,  
etc.

Secretary of  
War to approve  
plans, etc.



**CHAP. 1154.**—An Act Declaring the Osage River to be not a navigable stream above the point where the line between the counties of Benton and Saint Clair crosses said river. June 24, 1902.  
Vol. 32, p. 398.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Osage River in the State of Missouri above the point where the dividing line between the counties of Benton and Saint Clair crosses said river, is hereby declared not to be a navigable stream and shall be so treated by the Secretary of War and all other authorities. Osage River,  
Mo.  
Not navigable above Benton and St. Clair counties.  
Vol. 33, p. 58.  
Post, p. 1043.

Approved, June 24, 1902.

**CHAP. 1299.**—An Act To amend an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June thirteenth, nineteen hundred and two. June 28, 1902.  
Vol. 32, p. 408.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June thirteenth, nineteen hundred and two, be, and the same is hereby, amended so that the two paragraphs thereof providing for the improvement of the Cumberland River, Tennessee, below Nashville, and of the Cumberland River, Tennessee, above Nashville, shall read as follows:

"Improving Cumberland River, Tennessee, below Nashville: For the completion of the lock and dam at Harpeth Shoals and for maintenance, one hundred and eighty thousand dollars. Lock and dam at Harpeth shoals.

Improving Cumberland River, Tennessee, above Nashville: Continuing improvement, and for maintenance, two hundred thousand dollars, of which so much as may be necessary shall be used for the completion of Lock and Dam Numbered One. And the Secretary of War is hereby authorized, in his discretion, to grant leases or licenses to the highest responsible bidder for the use of the water power created by said dam, at such a rate and on such conditions and for such periods of time as may seem to him expedient; and he is also authorized, in his discretion, to issue permits for the construction, maintenance, and operation of inlet and outlet canals and other structures, on such plans as he may approve, for the diversion of the water aforesaid: *Provided*, That any lease or license so granted shall be limited to the use of the surplus water not required for navigation, and no structures shall be built and no operations be conducted which shall in any manner injure navigation, interfere with the operations of the Government, or impair the usefulness of any improvement made by the Government for the benefit of Lock and Dam No. 1.  
  
Water-power leases, etc.  
  
Permits for construction, etc., of canals.  
  
Provisos. Protection to navigation.

navigation; and the right of Congress to alter, amend, or repeal the provisions of this paragraph is hereby expressly reserved: *Provided further*, That before leasing or licensing such water privileges, or issuing permits for the construction and operation of such canals, or otherwise disposing of any water power or privilege, the Secretary of War shall first advertise the same in one or more daily papers at Nashville, for sixty days immediately preceding, stating specifically the right or privilege proposed to be leased or conveyed, with its exact limitations, inviting bids for the same, and he may, in his discretion, then lease the same for a specific term of years at so much per year, to be paid semiannually in cash into the Treasury, and the Secretary of War shall reserve the right to reject any or all bids.

Approved, June 28, 1902.

June 28, 1902. **CHAP. 1301.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and three, and for other purposes.

Sundry civil expenses, appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and three, namely:

\* \* \* \* \*

Lands owned by Government other than those held for settlement. Statement required.

The President is hereby requested to cause to be prepared and submitted to Congress at the commencement of its next session a statement<sup>a</sup> showing what lots or parcels of land, other than public lands held for settlement under the public-land laws, are owned by the United States and held by the several executive Departments or other branches of the public service, the area of each, the purposes for which each is held or occupied, in what State, Territory, or country, and in or near what town or city each is located.

\* \* \* \* \*

Rivers and harbors.

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Charleston, S. C.

Improving harbor at Charleston, South Carolina: For continuing improvement, fifty thousand dollars.

Vol. 29, p. 202. Ante, p. 743.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Allegheny River, Pa. Locks and dams.

Locks and dams in Allegheny River, Pennsylvania: For continuing construction of locks and dams at Herr Island, above the head of Six-mile Island, and at Springdale, one hundred and eighteen thousand five hundred dollars.

<sup>a</sup> Printed as House Doc. No. 425, Fifty-seventh Congress, second session.

Improving harbor at Boston, Massachusetts: For completing improvement, one hundred and seventy-five thousand dollars. B o s t o n,  
Mass.

Improving harbor at Buffalo, New York: For continuing improvement, two hundred thousand dollars. B u f f a l o,  
N. Y.

Improving harbor at Cleveland, Ohio: For continuing improvement, one hundred and seven thousand dollars. C l e v e l a n d,  
Ohio.

Improving Cumberland Sound, Georgia and Florida: For continuing improvement, four hundred thousand dollars. C u m b e r l a n d  
Sound, Ga. and  
Fla.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For completing improvement, four hundred and fifty-nine thousand seven hundred and twenty-seven dollars and fifty cents. D u l u t h,  
Minn., and Su-  
perior, Wis.

Improving Grays Harbor, Washington: For completing improvement of harbor and bar entrance, one hundred and fifty-six thousand seven hundred and seventy-five dollars. G r a y s   H a r -  
bor, Wash.

Illinois and Mississippi Canal: For completing construction, seven hundred and thirty-three thousand two hundred and twenty dollars. I l l i n o i s   a n d  
Mississippi Ca-  
nal.

Improving Kentucky River, Kentucky: For continuing improvement, two hundred thousand dollars. K e n t u c k y  
River.

Improving waterway from Keweenaw Bay to Lake Superior, Michigan: For completing improvement of water communication across Keweenaw Point, ten thousand dollars. W a t e r w a y,  
Keweenaw Bay  
to Lake Supe-  
rior.

Improving Monongahela River, West Virginia: For continuing improvement by the construction of six locks and dams on the Upper Monongahela River, three hundred and fifty thousand dollars. M o n o n g a h e l a  
River, W. Va.

Improving Providence River and Narragansett Bay, Rhode Island: For continuing improvement, eighty-four thousand five hundred and sixty dollars. P r o v i d e n c e  
River and Nar-  
ragansett Bay,  
R. I.

Improving harbor at San Pedro, California: For continuing construction of breakwater, three hundred and eleven thousand and eighty-five dollars. S a n   P e d r o,  
Cal.

Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, thirty-five thousand dollars. W i n y a w   B a y,  
S. C.

For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows: V o l.   30,   p.  
1121.

Improving harbor at Ashtabula, Ohio: For continuing improvement, two hundred thousand dollars. A n t e,   p.   843.  
A s h t a b u l a,  
Ohio.

Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, one hundred thousand dollars. G o w a n u s  
Bay, New York  
Harbor.

Improving harbor at Black River, Ohio: For continuing improvement, three hundred thousand dollars. B l a c k   R i v e r  
(Lorain), Ohio.

Improving harbor at Calumet, Illinois: For continuing improvement, two hundred and fifteen thousand dollars. C a l u m e t,   Ill.

- Congaree River, S. C.** Improving Congaree River, South Carolina: For completing improvement from Gervais street bridge, Columbia, to Granby, fifty thousand dollars.
- Detroit River, Mich.** Improving Detroit River, Michigan: For completing improvement, one hundred and thirty-six thousand five hundred dollars.
- Everett, Wash.** Improving harbor at Everett, Washington: For continuing improvement, one hundred and seventeen thousand dollars.
- Gulfport, Miss.** Improving harbor at Gulfport, Mississippi: For dredging channel from Gulfport to Ship Island Harbor, including anchorage basin, one hundred and fifty thousand dollars.
- Hay Lake channel, Mich.** Improving Hay Lake Channel, Saint Marys River, Michigan: For completing improvement, one hundred and forty-four thousand one hundred and fifteen dollars.
- Mississippi River, St. Paul to Minneapolis, Minn.** Improving Mississippi River from the mouth of the Ohio to Minneapolis, Minnesota: For continuing improvement between Saint Paul and Minneapolis, two hundred and fifty thousand dollars.
- New York Harbor. Ambrose channel. Vol. 32, p. 751. Post, p. 1031.** Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, one hundred and fifty thousand dollars.
- New Haven, Conn.** Improving harbor at New Haven, Connecticut: For continuing improvement, sixty-seven thousand dollars.
- Ohio River. Dams 13 and 18.** Improving Ohio River below Pittsburg, Pennsylvania: For continuing construction of Dams Numbered Thirteen and Eighteen, forty-six thousand six hundred dollars.
- Ocmulgee River, Ga.** Improving Ocmulgee River, Georgia: For continuing improvement, fifty-six thousand dollars.
- Savannah River, Ga.** Improving Savannah River, Georgia: For continuing improvement between Augusta and Savannah, eighty-six thousand dollars.
- Tampa Bay, Fla.** Improving Tampa Bay, Florida: For continuing improvement of channel from the Gulf of Mexico to Port Tampa, eighty-six thousand six hundred and seventy-five dollars.
- Toledo, Ohio.** Improving harbor at Toledo, Ohio: For continuing improvement, two hundred and twenty-three thousand dollars.
- \* \* \* \* \*
- California Débris Commission. Vol. 27, p. 507. Ante, p. 659.** CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.
- New York Harbor.** HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:
- Inspectors, etc.** For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

For pay of crews and maintenance of five steam tugs and three launches, sixty thousand dollars;

Crews, etc.

In all, seventy thousand two hundred and sixty dollars.

\* \* \* \* \*

Approved, June 28, 1902.

**CHAP. 1305.**—An Act Relating to the construction of a dam across Rainy River.

June 28, 1902.  
Vol. 32, p. 485.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time for the construction of a dam across the Rainy River by the Koochiching Company, its successors and assigns, as provided by chapter two hundred and thirty-eight of volume thirty of the Statutes at Large and chapter three hundred and forty-six of volume thirty-one of the Statutes at Large, is hereby extended to May fourth, nineteen hundred and seven.

Rainy River,  
Minn.  
Time extended to the Koochiching Company to dam.  
Vol. 30, p. 398.  
Ante, p. 823.  
Vol. 31, p. 167.  
Ante, p. 908.

SEC. 2. That the Koochiching Company, its successors and assigns, is hereby authorized to construct and maintain said dam, subject to the terms of said chapter two hundred and thirty-eight of volume thirty of the Statutes at Large, upon the plans now on file with the Secretary of War, or any modification of said plans which the Secretary of War may approve; and the Koochiching Company, its successors and assigns, is hereby authorized to construct such dam at such height as will raise the waters of Rainy Lake to high-water mark: *Provided*, That said dam shall be furnished with such openings or gates or waste ways as will carry the waters of the river at flood stage without raising the water higher than it would rise in the natural condition of the stream: *And provided further*, That nothing in this Act contained shall be construed as relieving the Koochiching Company, its successors or assigns, from liability for any damage inflicted upon private property by reason of the raising of the waters of the lake as aforesaid.

Terms.  
Vol. 30, p. 398.  
Ante, p. 823.

Height of dam.

*Provisos.*  
Waste ways.

Damages.

SEC. 3. That this Act shall take effect and be in force from and after its passage.

Effect.

Approved, June 28, 1902.

**CHAP. 1306.**—An Act Appropriating the sum of three thousand dollars a year for the support and maintenance of the permanent international commission of the congresses of navigation, and for other purposes.

June 28, 1902.  
Vol. 32, p. 485.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of three thousand dollars a year is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the support and maintenance

Permanent  
International  
Commission of  
Congresses of  
Navigation.

Appropriation for expenses of delegates.

nance of the permanent international commission of the congresses of navigation and for the payment of the actual expenses of the properly accredited national delegates of the United States to the meetings of the congresses and of the commission; and that the Secretary of War be, and is hereby, authorized to draw his warrant each year upon the Secretary of the Treasury for such sum, not to exceed three thousand dollars, as may in his opinion be proper to apply to the purposes above mentioned, and that the said sum shall be disbursed under such regulations as may be prescribed by the Secretary of War.\*

No compensation.

The national delegates aforesaid from the United States shall serve without compensation, but shall be reimbursed for their actual expenses incurred while traveling to and from the meetings, and while in attendance thereon, from the funds herein appropriated and authorized to be expended.

Approved, June 28, 1902.

July 1, 1902.  
Vol. 32, pp.  
552, 557, 563,  
564.

**CHAP. 1351.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and two, and for prior years, and for other purposes.

Deficiencies appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred and two, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Independent Line Steamers, Tampa, Fla.  
Reimbursement.

**REIMBURSEMENT TO THE INDEPENDENT LINE STEAMERS, OF TAMPA, FLORIDA:** To pay to the Independent Line Steamers, of Tampa, Florida, in full settlement of all claims said steamer line may have against the United States for damages to the steamer Manatee, due to a collision with the United States steamer Hillsboro, in Tampa Bay, Florida, on the night of November eighteenth, nineteen hundred and one, six hundred and twenty-four dollars and eighteen cents.

\* \* \* \* \*

Ohio River.  
Improvement between Cairo and Mound City.

**RIVERS AND HARBORS:** For the improvement of the Ohio River between Cairo and Mound City, twenty-five thousand dollars, to continue available during the fiscal year nineteen hundred and three, and to be expended only if in the opinion of the Secretary of War an emergency exists and such expenditure is required in the interest of navigation.

\* \* \* \* \*

GOVERNORS ISLAND, NEW YORK: For continuing the enlargement of Governors Island by construction of wharf, dredging, bulkhead, and filling, to continue available during the fiscal year nineteen hundred and three, two hundred thousand dollars [a].

Governors  
Island, N. Y.  
Enlargement.

\* \* \* \* \*

Approved, July 1, 1902.

**CHAP. 1369.**—An Act Temporarily to provide for the administration of the affairs of civil government in the Philippine Islands, and for other purposes.

July 1, 1902.  
Vol. 32, pp.  
691, 695, 712.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the action of the President of the United States in creating the Philippine Commission and authorizing said Commission to exercise the powers of government to the extent and in the manner and form and subject to the regulation and control set forth in the instructions of the President to the Philippine Commission, dated April seventh, nineteen hundred, and in creating the offices of civil governor and vice-governor of the Philippine Islands, and authorizing said civil governor and vice-governor to exercise the powers of government to the extent and in the manner and form set forth in the Executive order dated June twenty-first, nineteen hundred and one, and in establishing four executive departments of government in said Islands as set forth in the Act of the Philippine Commission, entitled "An Act providing an organization for the departments of the interior, of commerce and police, of finance and justice, and of public instruction," enacted September sixth, nineteen hundred and one, is hereby approved, ratified, and confirmed, and until otherwise provided by law the said Islands shall continue to be governed as thereby and herein provided, and all laws passed hereafter by the Philippine Commission shall have an enacting clause as follows: "By authority of the United States be it enacted by the Philippine Commission." The provisions of section eighteen hundred and ninety-one of the Revised Statutes of eighteen hundred and seventy-eight shall not apply to the Philippine Islands.

Philippine  
Islands.  
Temporary  
civil govern-  
ment estab-  
lished in, rat-  
ified.

Constitution  
and laws of  
United States  
not applicable.  
R. S., sec.  
1891, p. 333.

\* \* \* \* \*

**SEC. 11.** That the government of the Philippine Islands is hereby authorized to provide for the needs of commerce by improving the harbors and navigable waters of said islands and to construct and maintain in said navigable waters and upon the shore adjacent thereto bonded warehouses, wharves, piers, light-houses, signal and life-saving

Improve-  
ments of riv-  
ers and har-  
bors.  
Protection  
to navigation,  
etc.

<sup>a</sup> All of this appropriation is for work assigned to Engineer Department.

stations, buoys, and like instruments of commerce, and to adopt and enforce regulations in regard thereto, \* \* \*

Transfer of property, etc., to Philippine government.

Vol. 30, p. 1755.

Military and other reservations excepted.

SEC. 12. That all the property and rights which may have been acquired in the Philippine Islands by the United States under the treaty of peace with Spain, signed December tenth, eighteen hundred and ninety-eight, except such land or other property as shall be designated by the President of the United States for military and other reservations of the Government of the United States, are hereby placed under the control of the government of said islands to be administered for the benefit of the inhabitants thereof, except as provided in this Act.

\* \* \* \* \*

Repeal.

SEC. 88. That all Acts and parts of Acts inconsistent with this Act are hereby repealed.

Approved, July 1, 1902.

July 1, 1902.  
Vol. 32, p. 731.

**CHAP. 1383.**—An Act Authorizing the President to reserve public lands and buildings in the island of Porto Rico for public uses, and granting other public lands and buildings to the government of Porto Rico, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President be, and he is hereby, authorized to make, within one year after the approval of this Act, such reservation of public lands and buildings belonging to the United States in the island of Porto Rico, for military, naval, light-house, marine-hospital, post-offices, custom-houses, United States courts, and other public purposes, as he may deem necessary, and all the public lands and buildings, not including harbor areas and navigable streams and bodies of water and the submerged lands underlying the same, owned by the United States in said island and not so reserved be, and the same are hereby, granted to the government of Porto Rico, to be held or disposed of for the use and benefit of the people of said island: *Provided*, That said grant is upon the express condition that the government of Porto Rico, by proper authority, release to the United States any interest or claim it may have in or upon the lands or buildings reserved by the President under the provisions of this Act: *And provided further*, That nothing herein contained shall be so construed as to affect any legal or equitable rights acquired by the government of Porto Rico or by any other party, under any contract, lease, or license made by the United States authorities prior to the first day of May, nineteen hundred.

\* \* \* \* \*

Approved, July 1, 1902.

Porto Rico. Reservation of public lands and buildings for public purposes, etc.

Other lands etc., granted to government of Porto Rico.

Provisos. Release of reserved lands, etc.

Legal rights, etc., not affected.



**CHAP. 1385.**—An Act Authorizing Anton Brucken to construct locks and dams in Pond River, in the State of Kentucky, and to give the consent of Congress thereto. July 1, 1902.  
Vol. 32, p. 732.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whereas the Chief of Engineers and the Secretary of War have had submitted to them the plans and specifications for certain locks and dams proposed to be constructed in the bed of Pond River, a navigable stream running between Hopkins County and Muhlenberg County, in the Commonwealth of Kentucky, by one Anton Brucken, who has proposed, on his private account and by voluntary subscriptions of interested parties, to construct such improvement in order to make said stream navigable for rafts and barges during the whole year; and said Anton Brucken and his associates desire the consent and approval of Congress to said improvement, pursuant to section nine of an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for certain other purposes," approved March third, eighteen hundred and ninety-nine, said Anton Brucken be, and he is hereby, authorized to construct, erect, and operate a system of locks and dams in said Pond River, in Kentucky, according to such plans as may be approved by the Chief of Engineers and the Secretary of War, for the use of himself and all other persons using said stream by way of traffic, without tolls, and the consent of Congress to said improvement is hereby conferred: *Provided, however,* That said Anton Brucken and his associates are in no way relieved from the lawful consequences of any damage done by the work to private property, and the United States in no way relinquishes its rights to require the removal of any structure placed in said stream: *Provided further,* That unless availed of within three years from the date of this Act the privilege hereby conferred shall cease and be determined.

**SEC. 2.** That the right to alter, amend, or repeal this Act is hereby expressly reserved. Consent.  
  
Vol. 30, p. 1151.  
*Ante*, p. 886.  
  
Plans to be approved by Secretary of War, etc.  
  
*Provisos.*  
Damage to private property.  
Right of removal reserved.  
  
Time of construction.  
  
Amendment.

Approved, July 1, 1902.

[No. 45.] Joint Resolution Providing for the removal of shoal in North River of New York Harbor. July 1, 1902.  
Vol. 32, p. 751.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby authorized and directed to cause to be removed the rock or obstruction in North River of New York Harbor near Pier Numbered One [<sup>a</sup>] to a depth of forty feet at mean low tide; and that for such removal he is hereby authorized to divert a sum

<sup>a</sup> Known also as Pier A.

New York Harbor. Removal of shoal in North River off the Battery. Diversion of appropriation.  
Vol. 32, p. 463.  
*Ante*, p. 1026.

not exceeding twenty-five thousand dollars from the amounts heretofore appropriated or authorized for the improvement of Ambrose Channel, in said harbor.

Approved, July 1, 1902.

Jan. 10, 1903.  
Vol. 32, p. 766.

**CHAP. 87.**—An Act To authorize and empower the Southwest Louisiana Rice Growers' Association, of the State of Louisiana, to construct a lock or locks and a dam in Bayou Vermilion, in the State of Louisiana.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Southwest Louisiana Rice Growers' Association, of the State of Louisiana, be, and is hereby, authorized to construct a lock or locks and a dam near the mouth of Bayou Vermilion, or at some suitable point in said bayou, to be approved by the Secretary of War: *Provided*, That said lock or locks and a dam shall be constructed and paid for by said association. The examination and surveys for the construction of said lock or locks and a dam, and the construction of the same, shall be subject to the supervision of the United States engineers and done in accordance with plans and specifications to be furnished by said association and approved by the Secretary of War. The work on said lock or locks and a dam may commence as soon as said association shall judge proper after the survey provided for above shall have been made and plans and specifications for said lock or locks and a dam shall have been approved by the Secretary of War. The maintenance of said lock or locks and a dam shall devolve on said association, which shall at all times keep same in proper condition and so as not to interfere with the free navigation of said bayou; nor shall said association at any time impose any toll for the passage of any craft through said lock or locks: *Provided further*, That such suitable fishways as may be prescribed by the United States Fish and Fisheries Commission shall be provided in the said dam by the said association.

Bayou Ver-  
million, La.  
South west  
Louisiana Rice  
Growers' Asso-  
ciation may  
construct dam,  
etc., in.  
*Provisos.*  
Payment of  
cost.  
Secretary of  
War to approve  
plans, etc.

Construc-  
tion.

Maintenance.

Unobstructed  
navigation.

Fishways.

Time limit.

Amendment.

**SEC. 2.** That this Act shall be null and void unless the privilege hereby granted shall be availed of within two years from the date hereof.

**SEC. 3.** That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 10, 1903.

Jan. 10, 1903.  
Vol. 32, p. 766.

**CHAP. 88.**—An Act To authorize and empower the Rice Irrigation and Improvement Association, of the State of Louisiana, to construct a lock or locks and a dam in Mermentau River, in the State of Louisiana.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Rice Irrigation and Improvement Associa-

tion, of the State of Louisiana, be, and is hereby, authorized to construct a lock or locks and a dam near the mouth of Mermentau River or at some suitable point in said river, to be approved by the Secretary of War: *Provided*, That said lock or locks and a dam shall be constructed and paid for by said association. The examination and surveys for the construction of said lock or locks and a dam, and the construction of the same, shall be subject to the supervision of the United States Engineers and done in accordance with plans and specifications to be furnished by said association, and approved by the Secretary of War. The work on said lock or locks and a dam shall commence as soon as said association shall judge proper after the survey provided for above shall have been made, and plans and specifications for said lock or locks and a dam shall have been approved by the Secretary of War. The maintenance of said lock or locks and dam shall devolve on said association, which shall at all times keep same in a proper condition and so as not to interfere with free navigation of said river; nor shall said association, at any time, impose any toll for the passage of any craft through said lock or locks: *Provided further*, That such suitable fish ways as may be prescribed by the United States Commission of Fish and Fisheries shall be provided in the said dam by the said association.

Mermentau River, La.  
Rice Irrigation and Improvement Association may construct dam, etc., in.  
*Provisos.*  
Payment of cost.  
Secretary of War to approve plans, etc.

Construction.

Maintenance.  
Unobstructed navigation.

Fishways.

Time limit.

SEC. 2. That this Act shall be null and void unless the privilege hereby granted shall be availed of within two years from the date hereof.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, January 10, 1903.

**CHAP. 513.**—An Act Permitting the building of a dam across the St. Croix River at or near the village of St. Croix Falls, Polk County, Wisconsin.

Feb. 7, 1903.  
Vol. 32, p. 802.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to St. Croix Falls Wisconsin Improvement Company, a corporation organized under the laws of the State of Wisconsin, and to St. Croix Falls Minnesota Improvement Company, a corporation organized under the laws of the State of Minnesota, or either of them, their and each of their successors or assigns, to build a dam across the St. Croix River at or near the St. Croix Falls, so called, in said river, and all works incident thereto in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of such dam: *And provided further*,

St. Croix River, Wis.  
St. Croix Falls Wisconsin Improvement Co. may dam at St. Croix Falls.

*Provisos.*  
Plans to be approved by the Secretary of War.

That said St. Croix Falls Wisconsin Improvement Company and said St. Croix Falls Minnesota Improvement Company, or either of them, their and each of their successors or assigns shall not deviate from such plans after such approval either before or after the completion of the structure, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War:

Construction  
of sluiceway.

Aids to nav-  
igation.

Changes.

Litigation.

Time of con-  
struction.

Amendment.

*And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through or over said dam, without unreasonable delay or hindrance, and without toll or charges; that the Government of the United States may, at any time, construct in connection therewith a suitable lock for navigation purposes, may at any time without compensation control the said dam for purposes of navigation, but shall not destroy the water power created by said dam to any greater extent than may be necessary to provide proper facilities for navigation; and that the Secretary of War may, at any time, require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam and may make such regulations for the operation of said dam as he may deem advisable in the interests of navigation.

SEC. 2. That in case any litigation arises from the building of said dam or from the obstruction of said river by said dam or appurtenant works cases may be tried in the proper courts, as now provided for that purpose in the States of Wisconsin and Minnesota, and in the courts of the United States.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within two years and completed within five years from the time of the passage of this Act.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, February 7, 1903.

Feb. 18, 1903.  
Vol. 32, p. 839.

**CHAP. 565.**—An Act To extend the time granted to the Muscle Shoals Power Company by an Act approved March third, eighteen hundred and ninety-nine, within which to commence and complete the work authorized in the said Act to be done by said company, and for other purposes.

Muscle  
shoals, Ala.  
Time extended  
for construc-  
tion of canal,  
etc., by Muscle  
Shoals Power  
Co.

Vol. 30, p.  
1351. *Ante*, p.  
903. Vol. 31,  
pp. 274, 846.  
*Ante*, pp. 910,  
937.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time allowed the Muscle Shoals Power Company by section two of an Act entitled "An Act granting to the Muscle Shoals Power Company right to erect and construct canal and power stations at Muscle Shoals, Alabama," approved March third, eighteen hundred and ninety-nine, to commence and complete the work therein authorized to be done be extended so that unless

the work authorized in said Act to be done be commenced within two years and completed within four years from the date of this Act the privileges granted to said company by said first-mentioned Act shall cease and be determined; and the Secretary of War is authorized, in his discretion, to permit the said company to erect and construct dams which may abut on lands of the United States along the line of the Muscle Shoals Canal upon such terms and conditions as may be deemed just and equitable to the public interests.

Construction  
of dams.

Approved, February 18, 1903.

**CHAP. 1004.**—An Act Granting the right of way to the Kenova and Big Sandy Railroad Company through the Government lands at Lock Number Two, Big Sandy River, and at Lock Number Three, Big Sandy River, both in Wayne County, West Virginia.

Mar. 3, 1903.

Vol. 32, p. 1030.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Kenova and Big Sandy Railroad Company, a corporation created under and by virtue of the law of the State of West Virginia, its successors and assigns, be, and the same are hereby, empowered to locate, construct, and maintain its railroad through the lands belonging to the United States Government at Lock Number Two, Big Sandy River, and at Lock Number Three, Big Sandy River, in Wayne County, in the State of West Virginia, under such conditions and upon such lines, and of such widths, as shall be determined and approved by the Secretary of War: *Provided*, That the said company shall pay to the United States such sum of money as the Secretary of War shall decide to be the value of the lands so occupied.

Locks 2 and  
3, Big Sandy  
River, W. Va.  
Kenova and  
Big Sandy  
Railroad Co.  
granted right  
of way through.

*Proviso.*  
Payment.

**SEC. 2.** That the right of way granted herein under the provisions contained in this Act shall become inoperative and null and void unless the said company shall, within the term of two years from the first of January, nineteen hundred and three, have so far advanced the construction of said road as to satisfy the War Department that said company is lawfully and successfully established and that said road will be completed as proposed within a reasonable time.

Time of con-  
struction.

**SEC. 3.** That if in the future, in the construction or operation by the United States of locks, dams, or other improvements to facilitate navigation on the Big Sandy River, or the tributaries thereof, it shall be necessary to utilize any land or other property of the said railroad company, the privilege shall be granted on such terms as shall be determined by the Secretary of War, and the said railroad company shall execute a valid agreement to that effect to be submitted to and approved by the said Secretary of War.

Reversion.

Amendment.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1903.

Mar. 3, 1903.  
Vol. 32, pp.  
1031, 1045,  
1046.

**CHAP. 1006.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and three, and for prior years, and for other purposes.

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred and three, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

New York  
Harbor.

**HARBOR OF NEW YORK:** Prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: For pay of crews and maintenance of five steam tugs and three launches, ten thousand dollars.

\* \* \* \* \*

Chippewa  
River, Wis.  
Improvement  
of.

**IMPROVING CHIPPEWA RIVER, WISCONSIN:** To pay amounts found due by the accounting officers of the Treasury on account of the appropriation "Improving Chippewa River, Wisconsin," six dollars and one cent.

\* \* \* \* \*

Approved, March 3, 1903.

Mar. 3, 1903.  
Vol. 32, pp.  
1083, 1124,  
1128, 1130,  
1132, 1147.

**CHAP. 1007.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and four, and for other purposes.

Sundry civil  
expenses ap-  
propriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and four, namely:

\* \* \* \* \*

Rivers and  
harbors.

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Charleston,  
S. C.

Improving harbor at Charleston, South Carolina: For continuing improvement, sixty thousand dollars.

Vol. 29, p.  
202.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Ante, p. 743.  
Cumberland  
Sound, Ga. and  
Fla.

Improving Cumberland Sound, Georgia and Florida: For continuing improvement, four hundred thousand dollars.

Improving Kentucky River, Kentucky: For continuing improvement, two hundred thousand dollars. Kentucky River.

Improving harbor at San Pedro, California: For continuing construction of breakwater, five hundred thousand dollars. San Pedro, Cal.

Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, one hundred thousand dollars. Winyaw Bay, S. C.

For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows: Vol. 30, p. 1121.

Improving harbor at Ashtabula, Ohio: For completing improvement, one hundred and eighteen thousand dollars. Ante, p. 843. Ashtabula, Ohio.

Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, two hundred and seventy-two thousand dollars. Gowanus Bay, New York Harbor.

Improving harbor at Black River, Ohio: For continuing improvements, nine thousand dollars. Black River (Lorain), Ohio.

Improving harbor at Calumet, Illinois: For completing improvement, two hundred and four thousand four hundred and eighty dollars. Calumet, Ill.

Improving Mississippi River from the mouth of the Ohio to Minneapolis, Minnesota: For continuing improvement between Saint Paul and Minneapolis, two hundred and twenty-three thousand five hundred and seventy-nine dollars and thirty-three cents. Mississippi River.

Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, seven hundred and thirty-three thousand dollars. New York, N. Y. Ambrose channel.

Improving harbor at New Haven, Connecticut: For continuing improvement in accordance with the adopted and extended projects, sixty-three thousand and seventy-three dollars and ninety cents. New Haven, Conn.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing construction of Dams Numbered Thirteen and Eighteen, four hundred and fifty thousand dollars. Ohio River. Dams 13 and 18.

Improving harbor at San Francisco, California: For continuing improvement by the removal of Blossam [sic] Rock, fifty thousand dollars. San Francisco, Cal. Blossom rock.

Improving Tampa Bay, Florida: For continuing improvement of channel from the Gulf of Mexico to Port Tampa, one hundred and eighty-six thousand three hundred and thirty-seven dollars and seventy-six cents. Tampa Bay, Fla.

Improving harbor at Toledo, Ohio: For continuing improvement, one hundred and ninety thousand dollars. Toledo, Ohio.

For works authorized by the river and harbor Act of nineteen hundred and two, as follows: Vol. 32, p. 331.

Improving harbor at Boston, Massachusetts: For continuing improvement by providing channels thirty-five feet deep, and of authorized widths, from the navy-yard at Charlestown and the Chelsea and Charles river bridges to President Roads, and thence by route designated as Ante, p. 949. Boston, Mass.

numbered three through Broad Sound to the ocean, one hundred and fifty thousand dollars.

Fall River,  
Mass.

Improving harbor at Fall River, Massachusetts: For completing improvement, one hundred and seventeen thousand four hundred and twelve dollars.

Gloucester,  
Mass.

Improving harbor at Gloucester, Massachusetts: For continuing improvement in accordance with the approved and modified project, sixty thousand dollars.

New London,  
Conn.

Improving harbor at New London, Connecticut: For continuing improvement, sixty thousand dollars.

Erie Basin  
and Black  
Rock Harbor.

Improving Lake Erie entrance to Black Rock Harbor and Erie Basin, New York: For continuing improvement, two hundred thousand dollars.

Arthur Kill,  
N. Y. and N. J.

Improving Arthur Kill, New York and New Jersey: For continuing improvement of channel from Kill von Kull to Raritan Bay, in connection with adopted or modified project as authorized, one hundred and fifty thousand dollars.

Baltimore,  
Md.

Improving Harbor at Baltimore, Maryland: For com-

Southwest  
Baltimore.

pleting improvement of harbor at Southwest Baltimore (Spring Garden), two hundred and twenty-one thousand dollars.

Curtis Bay.

For completing improvement of channel of Curtis Bay, Baltimore Harbor, one hundred and forty-six thousand dollars.

Hampton  
Roads, Va.

Improving Hampton Roads, Virginia: For completing improvement by removal of Middle Ground Bar, two hundred and fifteen thousand dollars.

Norfolk, Va.

Improving Harbor at Norfolk, Virginia: For continuing improvement by removal of Hospital Point, one hundred and eighty-three thousand nine hundred and fifty-seven dollars.

Savannah,  
Ga.

Improving Harbor at Savannah, Georgia: For continuing improvement in accordance with approved or modified project as authorized, seven hundred and twenty thousand dollars.

Biscayne  
Bay, Fla.

Improving Biscayne Bay, Florida: For continuing improvement, two hundred and fifty thousand dollars.

Mobile, Ala.

Improving Harbor at Mobile, Alabama: For continuing improvement, two hundred thousand dollars.

Galveston,  
Tex.

Improving Harbor at Galveston, Texas: For continuing work of restoration of channel and jetties in accordance with approved or modified plan as authorized, three hundred thousand dollars.

For continuing improvement of channel, Galveston, Texas, from outer end of inner bar to Fifty-first street, two hundred thousand dollars.

Cleveland,  
Ohio.

Improving harbor at Cleveland, Ohio: For continuing improvement in accordance with the plan for new harbor entrance and breakwater extension, two hundred and twenty-seven thousand five hundred dollars.

Conneaut,  
Ohio.

Improving harbor at Conneaut, Ohio: For continuing improvement, ten thousand dollars.



Improving harbor at Waukegan, Illinois: For completing improvements in accordance with the modified project as authorized, two hundred and forty thousand dollars. Waukegan, Ill.

Improving harbor at Ludington, Michigan: For completing improvement, one hundred and sixty-five thousand dollars. Ludington, Mich.

Improving harbor at Marquette, Michigan: For completing improvement, eighty thousand dollars. Marquette, Mich.

Improving harbor at Saugatuck and Kalamazoo River, Michigan: For continuing improvement according to the alternative project involving a new cut to Lake Michigan, one hundred thousand dollars. Saugatuck and Kalamazoo River, Mich.

Sturgeon Bay and Lake Michigan Ship Canal: For completing improvement of Sturgeon Bay and Lake Michigan Ship Canal and harbor of refuge connected therewith, one hundred and seventy-eight thousand dollars. Sturgeon Bay and Lake Michigan Ship Canal.

Improving harbor at Oakland, California: For continuing improvement, one hundred and thirty-one thousand dollars. Oakland, Cal.

Improving harbor at San Diego, California: For completing improvement, one hundred and ninety-two thousand eight hundred and fifty dollars. San Diego, Cal.

Improving San Pablo Bay, California: For continuing improvement by constructing a channel between the Straits of Karquines and the Golden Gate, off Point Pinole, Point Wilson, and Lone Tree Point, two hundred thousand dollars. San Pablo Bay, Cal.

Improving harbor at Tacoma, Washington: For continuing improvement, one hundred thousand dollars. Tacoma, Wash.

Improving Passaic River, New Jersey: For continuing improvement from the Montclair and Greenwood Lake Railroad bridge to deep water in Staten Island Sound, one hundred thousand dollars. Passaic River, N. J.

Improving Delaware River, Pennsylvania and New Jersey: For continuing improvement from Christian street, Philadelphia, to Delaware Bay, one million four hundred thousand dollars. Delaware River, Pa. and N. J.

Improving Appomattox River, Virginia: For continuing improvement by the deflection and improvement of the river at Petersburg, one hundred and seventy-five thousand dollars. Appomattox River, Va.

Improving Great Pedee River, South Carolina: For continuing improvement of upper portion of river, forty thousand dollars. Great Pedee River, S. C.

Improving of Saint Johns River, Florida: For continuing improvement from Jacksonville to the ocean in accordance with the approved and modified project, three hundred and fifty thousand dollars. St. Johns River, Fla.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement by the construction of locks and dams numbered one, two, and three in the Tombigbee and Warrior rivers, two hundred thousand dollars. Black Warrior, Warrior, and Tombigbee rivers, Ala.

Pascagoula  
River, Miss.

Improving Pascagoula River, Mississippi: For continuing improvement from three miles above the mouth of Dog River to the seventeen-foot contour in Mississippi Sound, one hundred thousand dollars.

Mississippi  
River, South-  
west Pass.

Improving Southwest Pass, Mississippi River: For continuing improvement in accordance with the approved or modified project as authorized, one million dollars.

Galveston  
ship channel  
and Buffalo  
Bayou, Tex.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For continuing improvement to a uniform depth in divisions one and two, five hundred thousand dollars.

Trinity  
River, Tex.

Improving Trinity River, Texas: For continuing improvement by the construction of locks and dams and the operation of snag boats upon the river between the mouth and section one, and by clearing this portion of the river for through navigation, two hundred and fifty thousand dollars.

Ouachita  
River, Ark. and  
La.

Improving Ouachita River, Arkansas and Louisiana: For continuing improvement of Ouachita and Black rivers, Arkansas and Louisiana, by the construction of lock numbered four, near Monroe, Louisiana, and of lock numbered six, near Roland Raft, Arkansas, two hundred and fifty thousand dollars.

Mississippi  
River.  
From mouth  
of Ohio River  
to the Missouri.

Improving Mississippi River from mouth of Ohio River to Minneapolis, Minnesota: For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and fifty thousand dollars.

From mouth  
of Missouri  
River to St.  
Paul, Minn.

For continuing improvement from the mouth of the Missouri River to Saint Paul, Minnesota, four hundred thousand dollars.

Tennessee  
River, Colbert  
and Bee Tree  
shoals.

Improving Tennessee River below Chattanooga, Tennessee, Alabama, and Kentucky: For continuing improvement at Colbert and Bee Tree shoals by the construction of a lateral canal, three hundred and fifty thousand dollars.

Ohio River.  
Dams 2, 3, 4,  
and 5.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing construction of dams numbered two, three, four, and five, three hundred thousand dollars.

Lock, Dam  
No. 8.

For continuing construction of lock at dam numbered eight, two hundred thousand dollars.

Lock, Dam  
No. 11.

For continuing construction of lock at dam numbered eleven, two hundred thousand dollars.

Dam No. 37.

For continuing construction of dam numbered thirty-seven, four hundred thousand dollars.

Monongahela  
River, Pa.

Improving Monongahela River, Pennsylvania: For completing the reconstruction of lock and dam numbered two, four hundred and fifty-five thousand nine hundred and sixty-one dollars.

Big Sandy  
River, W. Va.  
and Ky.

Improving Big Sandy River, West Virginia and Kentucky: For continuing improvement by the construction of locks and dams on Big Sandy River and Tug and Levisa forks of the same, fifty thousand dollars.

Detroit Riv-  
er, Mich.

Improving Detroit River, Michigan: For continuing

improvement from Detroit to Lake Erie, in accordance with "Plan A," four hundred and fifty thousand dollars.

Improving Middle and West Neebish channels, Saint Marys River, Michigan: For continuing improvement, eight hundred thousand dollars. St. Marys River, Mich.

Improving Stockton and Mormon channels, California: For continuing improvement by dredging and by the construction of a canal to divert the waters of Mormon Channel into Calaveras River at and near the city of Stockton, fifty thousand dollars. Stockton and Mormon channels, Cal.

Improving Mouth of Columbia River, Oregon and Washington: For continuing improvement in accordance with the approved or modified project, as authorized, one million dollars. Columbia River, Oreg. and Wash.

#### UNDER THE MISSISSIPPI RIVER COMMISSION.

Improving Mississippi River: For continuing improvement of Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries and clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million dollars. Mississippi River Commission. From Head of Passes to mouth of the Ohio. Expenses.

\* \* \* \* \*

ENLARGEMENT OF GOVERNORS ISLAND, NEW YORK: For continuing plan of improvement for the enlargement of Governors Island, New York Harbor, by wharf work, dredging, bulkhead, and filling, one hundred and fifty thousand dollars [a]. Governors Island, N. Y.

\* \* \* \* \*

CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars. California Débris Commission. Vol. 27, p. 507. Ante, p. 659.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: New York Harbor.

For pay of inspectors, deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars; Inspectors, etc.

For pay of crews and maintenance of five steam tugs and three launches, sixty thousand dollars; Crews.

For generally overhauling and repairing steam tug Lamont, five thousand dollars; Steam tugs.

For purchase or construction of one steam tug to replace the launches Active and Alert and the tug Argus, forty-five thousand dollars;

In all, one hundred and twenty thousand two hundred and sixty dollars.

\* \* \* \* \*

<sup>a</sup> All of this appropriation is for work assigned to the Engineer Department.

Illustrations.

Special authority required for.

Vol. 28, p.

419.

Ante, p. 726.

SEC. 3. That no part of the appropriations herein made for printing and binding shall be used for any illustration, engraving, or photograph, in any document or report ordered printed by Congress unless the order to print expressly authorizes the same, nor in any document or report of any Executive Department or other Government establishment until the head of the Executive Department or Government establishment shall certify in the letter transmitting such report that the illustration is necessary and relates entirely to the transaction of public business.

Approved, March 3, 1903.

Feb. 26, 1904.  
Vol. 33, p. 52.

[S. 2818.]  
[Public, No.

28.

Mississippi  
River.  
Sauk Rapids  
Water Power  
Co. may dam  
at Sauk Rapids,  
Minn.

CHAP. 167.—An Act Permitting the building of a dam across the Mississippi River at or near the village of Sauk Rapids, Benton County, Minnesota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to the Sauk Rapids Water Power Company, a corporation organized under the laws of the State of Minnesota, its successors and assigns, to build a dam across the Mississippi River at or near the Sauk Rapids, so called, in said river, and at or near the village of Sauk Rapids, Benton County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said Sauk Rapids Water Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

Modification  
of plans.

Sluiceway  
for logs, etc.

Aids to nav-  
igation.

the expense of the owners, such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained at said dam by the Sauk Rapids Water Power Company, its successors or assigns.

SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota, and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of same.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within three years and be completed within six years from the time of the passage of this Act.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, February 26, 1904.

Changes.

Fishways.

Litigation.

*Provido.*  
Existing  
laws not modified.

Time of construction.

Amendment.

**CHAP. 171.**—An Act To amend an Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain a dam, and so forth, approved February eighth, nineteen hundred and one.

Feb. 26, 1904.  
Vol. 33, p. 56.

[H. R. 9640.]  
[Public, No. 32.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois, approved February eighth, nineteen hundred and one, be, and it is hereby, amended as follows: In section two of said Act strike out the word "three" and insert the word "four" in lieu thereof; also strike out the word "six" and insert the word "seven" in lieu thereof.

Mississippi  
River.  
Time extended  
for dam, etc.,  
by Keokuk and  
Hamilton Water  
Power Co.  
Vol. 31, p.  
764, amended.  
*Ante*, p. 934.

Approved, February 26, 1904.

**CHAP. 393.**—An Act Defining the limit of navigation of the Osage River in the State of Missouri.

Mar. 4, 1904.  
Vol. 33, p. 58.

[H. R. 7620.]  
[Public, No. 36.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Osage River in the State of Missouri above the point where the south line of sections fifteen and sixteen in township forty north, of range twenty-two west, of the fifth principal meridian, and in the county of Benton, State of Missouri, crosses said river, is hereby de-

Osage River,  
Mo.  
Limit of navigation on.  
Vol. 32, p.  
398.  
*Ante*, p. 1023.

clared not to be a navigable stream, and shall be so treated by the Secretary of War and by all other authorities.

Approved, March 4, 1904.

Mar. 12, 1904. **CHAP. 542.**—An Act Permitting the building of a dam across  
Vol. 33, p. 66. the Mississippi River between the counties of Wright and Sher-  
[H. R. 9308.] burne, in the State of Minnesota.  
[Public, No.  
47.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Minnesota Power and Trolley Company (a Minnesota corporation), its successors or assigns, to construct and maintain across the Mississippi River a dam, canal, and works necessarily incident thereto, for water-power purposes, at any point between section seventeen or eighteen, in township one hundred and twenty-one north, of range twenty-three west, in Wright County, and section six, in township thirty-two north, of range twenty-six west, in Sherburne County, Minnesota: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of construction of the same: *And provided further*, That the said Minnesota Power and Trolley Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota

Mississippi River.  
Minnesota Power and Trolley Company may dam, in Minnesota.

Location.

*Provisos.*  
Secretary of War to approve plans, etc.

Modification of plans.

Sluiceways for logs, etc.

Aids to navigation.

Changes.

Litigation.

and in the courts of the United States; but nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said structures from the operation of same.

Existing laws  
not modified.

SEC. 2. That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by said corporation, its successors or assigns.

Fishways.

SEC. 3. That the right to amend, alter, or repeal this Act is hereby expressly reserved; and the same shall become null and void unless the construction of the dam hereby authorized be commenced within one year after the passage of this Act and completed within three years thereafter.

Amendment.  
Time of construction.

Approved, March 12, 1904.

**CHAP. 836.**—An Act Directing the Secretary of War to extend one hundred and twenty-five thousand dollars heretofore appropriated for a channel through Sabine Lake, Texas.

Mar. 25, 1904.  
Vol. 33, p. 149.

[H. R. 3565.]  
[Public, No. 69.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby authorized and directed to use and expend the one hundred and twenty-five thousand dollars appropriated by an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June thirteenth, nineteen hundred and two, for the purpose of improving mouths of Sabine and Neches rivers, Texas, in accordance with House Document Numbered Two hundred and ninety-nine, Fifty-fourth Congress, second session, by connecting the same with Sabine Pass by a channel eight feet deep through Sabine Lake, in excavating and constructing a channel eight or more feet deep from the mouths of the Sabine and Neches rivers, at or near the west shore of Sabine Lake, to Taylors Bayou, a navigable stream in the State of Texas.

Sabine Lake,  
Tex.  
Construction of channel through.  
Expenditure of former appropriation authorized.  
Vol. 32, p. 355.  
Ante, p. 983.

Approved, March 25, 1904.

**CHAP. 860.**—An Act Granting to the Davenport Water Power Company rights to construct and maintain a canal, power station, and appurtenant works in the Mississippi River, in Scott County, Iowa.

Apr. 5, 1904.  
Vol. 33, p. 158.

[S. 4142.]  
[Public, No. 82.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Davenport Water Power Company, a corporation created and organized under the laws of the State of Iowa, its successors and assigns, to erect, construct, operate, and maintain a canal along the north bank of the Mississippi River between Leclaire and Davenport, in Scott County,

Mississippi River.  
Davenport Water Power Co. may construct a canal, etc., in Scott County, Iowa.

Dams.

*Provisos.*  
Unobstructed  
navigation.

Secretary of  
War to ap-  
prove plans,  
etc.

Protection to  
Rock Island  
Arsenal, etc.

Payment of  
damages.

Protection to  
navigation.

in the State of Iowa, to erect, construct, operate, and maintain a power station thereon, and to project, erect, construct, operate, and maintain such dams and other works as may be necessary within said limits for the development of water power and the generation, use, and transmission therefrom of electric energy and power at, in, and upon the Rock Island Rapids of the Mississippi River: *Provided*, That the said canal and appurtenant works shall be so designed, constructed, and operated as not to interfere in any way with the safe and convenient navigation of steamboats and other vessels or of rafts and barges over the Rock Island Rapids at any stage of water; and the expense of any reconstruction or extension of or addition to existing works for the improvement of navigation on the said Rock Island Rapids, which may be found necessary, in the opinion of the Secretary of War, on account of the construction, maintenance, or operation of the said canal and appurtenant works, shall be borne by the said company, its successors, or assigns, under conditions to be prescribed by the Secretary of War: *And provided further*, That detailed plans for the construction and operation of the said canal and appurtenant works shall be submitted to and approved by the Secretary of War before the commencement of the construction of any portion of the said works; and that after the approval of the said plans no deviation therefrom shall be made without the prior approval by the Secretary of War of the said deviation: *And provided further*, That the said works and appurtenances shall be so designed, constructed, and operated as not to overflow or otherwise damage the lands and other property of the United States at Rock Island Arsenal, or injure or diminish the water power of the United States at the said arsenal, or the water power of any person, firm, or corporation having hydraulic works already constructed: *And provided further*, That before entering upon the construction of the said works, compensation shall be made to any person, firm, or corporation whose lands or other property may be taken, overflowed, or otherwise damaged by the construction, maintenance, and operation of the said works, in accordance with the laws of the State where such lands or other property may be situate.

SEC. 2. That the withdrawal of water from the Mississippi River and the discharge of water into the said river, for the purpose of operating the said canal and appurtenant works, shall be under the direction and control of the Secretary of War, and shall at no time be such as to impede or interfere with the safe and convenient navigation of the said river by means of steamboats or other vessels, or by rafts and barges, or to injure or diminish the water power of the United States at Rock Island Arsenal, or the water power of any person, firm, or cor-



poration having hydraulic works already constructed: *Provided*, That if any litigation arises from the construction, operation, or maintenance of the said works, or from the obstruction of any part of the Mississippi River by the said works or any portion thereof, cases may be tried in the proper courts as now provided for that purpose in the States of Illinois and Iowa, and the courts of the United States: *And provided further*, That suitable fishways shall be constructed and maintained by the said company its successors and assigns, at such of the dams and in such manner as may be required from time to time by the United States Fish Commission.

*Provisos.*  
Litigation.

Fishways.

Time of construction.

SEC. 3. That this Act shall be null and void if actual construction of the works herein authorized be not commenced within three years and completed within six years from the date hereof.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 5, 1904.

[No. 22.] Joint Resolution Providing for the extension of the time for the removal of the temporary dam and construction of locks in Bayou Lafourche, State of Louisiana.

Apr. 13, 1904.  
Vol. 33, p. 588.

[H. J. R.  
126.]  
[Pub. Res.,  
No. 22.]  
Bayou La-  
fourche, La.  
Time extended  
for removal  
of dam, etc.,  
in.  
Vol. 32, p.  
378.  
Ante, p. 1014.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the limit of time fixed by an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved June thirteenth, nineteen hundred and two, for the removal of a temporary dam and construction of locks in Bayou Lafourche, State of Louisiana, be, and the same is hereby, extended for an additional period of three years, to be completed from and after the expiration of the time fixed in said Act.

Approved, April 13, 1904.

[No. 26.] Joint Resolution To permit Major Thomas W. Symons, Corps of Engineers, to assist the State of New York by acting as a member of an advisory board of consulting engineers in connection with the improvement and enlargement of the navigable canals of the State of New York.

Apr. 20, 1904.  
Vol. 33, p. 425.

[S. J. R.  
54.]  
[Priv. Res.,  
No. 1.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized to grant Major Thomas W. Symons, Corps of Engineers, leave of absence without pay; and that he be permitted to assist the State of New York by acting as member of an advisory board of consulting engineers in con-

Thomas W.  
Symons.  
Granted  
leave without  
pay to serve  
on canal com-  
mission.

nection with the improvement and enlargement of the navigable canals of the State of New York. The permission hereby given shall be held to terminate at such date or dates as the Secretary of War may determine.

Approved, April 20, 1904.

Apr. 21, 1904.  
Vol. 33, p. 239.

**CHAP. 1409.**—An Act In relation to the location of the navigable channel of the Calumet River, Illinois and Indiana.

[H.R.13742.]  
[Public, No.  
132.]  
Preamble.

Whereas by deed dated the thirtieth day of April, eighteen hundred and eighty-six, and recorded in the recorder's office of Cook County, Illinois, on the eighth day of April, eighteen hundred and eighty-nine, in book twenty-five hundred and twelve of records, at page four hundred and eighty, the owners of the northwest quarter of section thirty, township thirty-seven north, range fifteen east, of the third principal meridian, in Cook County, Illinois, gave and granted unto the United States of America free and unobstructed right of way in and through the above-described ground, two hundred feet in width, for purposes of a channel for the Calumet River, in accordance with the provisions of an Act of Congress approved July fifth, eighteen hundred and eighty-four, and in order to enable the United States to straighten the channel of the said Calumet River and conform to a survey and realignment of the channel lines of said river as adopted, established, and shown by plat approved by the Chief of Engineers of the United States Army and filed for record in the office of the recorder of deeds of Cook County, Illinois, on the seventeenth day of May, eighteen hundred and eighty-nine, as document one million one hundred and two thousand two hundred and eighty-four, entitled "Map of the Calumet River, Illinois, from Lake Michigan to Calumet Lake, to accompany report of W. G. Ewing, United States attorney, to the Attorney-General respecting cession of right of way for improvement of said river under Act of Congress approved July fifth, eighteen hundred and eighty-four" (report dated January twenty-fourth, eighteen hundred and eighty-eight, and report dated February twelfth, eighteen hundred and eighty-nine, William G. Ewing, United States attorney, northern district of Illinois); and

Vol. 23, p.  
143.  
*Ante*, p. 409.

Whereas it is provided in the said deed above referred to that "the shore or dock lines of said river as so established and shown on said plat shall hereafter for all purposes be taken as the true meandered lines of said stream:" Therefore

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the portion of the old channel of the Calumet River in the northwest quarter of section thirty, township thirty-seven north, range fifteen east, of the third prin-

Calumet River,  
Ill. and Ind.  
Abandonment  
of old channel  
of.

cipal meridian, in Cook County, Illinois, which lies outside of the new channel lines as established by the United States and shown on "Map of the Calumet River, Illinois, from Lake Michigan to Calumet Lake, to accompany report of W. G. Ewing, United States attorney to the Attorney-General, respecting cession of right of way for improvement of said river under Act of Congress approved July fifth, eighteen hundred and eighty-four," is hereby abandoned as navigable water from and after the time that a navigable channel shall be cut through said quarter section within the new channel lines of the river as shown on the said map.

Vol. 23, p.  
143.  
Ante, p. 409.

New chan-  
nel.

Approved, April 21, 1904.

[No. 27.] Joint Resolution To authorize the lowering of the height of the Government dams in the Illinois River at Kampsville and Lagrange. Apr. 21, 1904.  
Vol. 33, p. 589.

[H. J. R.  
85.]  
[Pub. Rés.  
No. 26.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby authorized, in his discretion, with the concurrence of the Chief of Engineers, to permit the sanitary district of Chicago, at the expense of said corporation, to lower the height of the Government dams in the Illinois River at Kampsville and Lagrange, Illinois, in accordance with such plans as he may prescribe and subject to such stipulations and conditions as, in his judgment, may be necessary to protect the interests of the United States.

Illinois Riv-  
er, Ill.  
Permission  
granted the  
Sanitary Dis-  
trict of Chica-  
go to lower  
Government  
dams at  
Kampsville and  
Lagrange.

Approved, April 21, 1904.

**CHAP. 1487.**—An Act Permitting the building of a dam across the Mississippi River between the counties of Stearns and Benton, in the State of Minnesota. Apr. 23, 1904.  
Vol. 33, p. 295.

[H.R. 14413.]  
[Public, No.  
151.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Watab Rapids Power Company, a Minnesota corporation, its successors or assigns, to construct and maintain across the Mississippi River a dam and works necessary incident thereto for water power and supply purposes at any point not less than four hundred feet above the mouth of Watab River, between section twenty-one, in township one hundred and twenty-five north, range twenty-eight west, in Stearns County, and section nine, in township thirty-six north, range thirty-one west, in Benton County, Minnesota, which may be approved by the Chief of Engineers and the Secretary of War: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the com-

Mississippi  
River.  
Watab Rap-  
ids Power Co.  
may dam in  
Minnesota.  
Location.

*Provisos.*  
Secretary of  
War to ap-  
prove plans,  
etc.

- Changes.** mencement of the construction of the same: *And provided further*, That the aforesaid Watab Rapids Power Company, its successors or assigns, shall not deviate from such plans after such approval, neither before nor after the completion of said structures, unless the modification of said plans has been previously submitted to and received the approval of the Chief of Engineers and the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam as he may deem advisable in the interests of navigation.
- Sluiceways.**
- Lock.**
- Fishways.** SEC. 2. That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by said corporation, its successors or assigns.
- Litigation.** SEC. 3. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the State of Minnesota, and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said structure from the operation of the same.
- Amendment.** SEC. 4. That the right to amend, alter, or repeal this Act is hereby expressly reserved; and the Act shall become null and void unless the construction of the said dam is commenced within one year and completed within three years from the date of approval thereof.
- Time of construction.**
- Proviso. Existing laws not affected.*

Approved, April 23, 1904.

Apr. 26, 1904.  
Vol. 33, p. 309.

[H.R. 15014.]  
[Public. No. 165.]

**CHAP. 1605.**—An Act To enable the Secretary of War to permit the erection of a lock and dam in aid of navigation in the Tennessee River near Chattanooga, Tennessee, and for other purposes.

Tennessee  
River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby,

fully authorized and empowered to grant permission to the city of Chattanooga, Tennessee, or to a private corporation or company, or to individuals, as provided in section five of this bill, to build and construct a lock and dam across the Tennessee River at "Scott Point," near Chattanooga, Tennessee, under his direction, supervision, and control, and in accordance with and conformity to the plans and designs made by Major Dan C. Kingman, an engineer of the United States Army, in pursuance of an Act of Congress passed on March third, eighteen hundred and ninety-nine, with such changes and modifications as the Secretary of War may direct: *Provided*, That the said contracting municipality or parties shall purchase and pay for all lands on either side of the river that may be necessary to the successful construction and operation of said lock and dam, including flowage rights and rights of way for ingress and egress from public highways, and deed the same to the United States, and make all excavations, erect all stone, concrete, and timber work, furnish all materials of every character, and pay for all labor employed in the construction of said lock and dam, and give said lock and dam to the United States completed, free of all cost, expense, claims, or charges of any kind whatsoever, except for expenses connected with the preparation of plans and the superintendence, as provided in section five of this Act, and further excepting the cost of the lock gates and ironwork and machinery necessary to operate the lock when completed, which shall be furnished by the United States.

Chattanooga,  
Tenn., etc., au-  
thorized to  
build lock and  
dam.

*Post*, p. 1052.

Vol. 30, p.  
1151.  
*Ante*, p. 875.

*Proviso*.  
Conditions.

SEC. 2. That the said municipality, corporation, company, or individuals undertaking the construction of said work shall begin the building of said lock and dam within eighteen months from the passage of this Act, and the same shall be completed within four years from the date of beginning the construction, the right being reserved to the United States to enter on the construction of said lock and dam if deemed advisable at any time before the work is commenced by said contracting parties; or if begun and not carried on in strict accordance with the directions of the Secretary of War, then the United States may assume the further construction and completion of said work at its option, the cost of such further construction and completion to be paid by the said contracting municipality, corporation, company, or individuals.

Time of con-  
struction.

United States  
may construct.

SEC. 3. That the deed to the United States to the land to be purchased and donated to the same, as mentioned in the first section of this Act, shall be executed and delivered within twelve months after the passage of this Act; and, further, that the Secretary of War shall determine from time to time whether the work is being properly done, and may require an increase in force to be employed by the contractor so as to force the work to completion within the limit mentioned in the Act.

Delivery of  
deed.

Use of water  
power.

*Provisos.*  
Electric cur-  
rent to be sup-  
plied free to  
Government  
buildings, etc.

Unobstruct-  
ed navigation.

Regulations.

Contract.  
Preference  
options.

*Provisos.*  
Bond.

SEC. 4. That in consideration of the construction of said lock and dam, free of cost to the United States except as provided in section one of this Act, the United States hereby grants to the municipality, corporation, company, or persons constructing said lock and dam under the provisions of this Act such rights as it possesses to use the water power produced by said dam, and to convert the same into electric power or otherwise utilize it for a period of ninety-nine years: *Provided*, That it or they shall furnish the necessary electric current while its or their power plant is in operation to move the gates and operate the locks and to light the United States buildings and grounds, free of cost to the United States: *And provided further*, That the plans for the necessary works and structures to utilize said water power shall be approved by the Secretary of War, and that nothing shall be done in the use of the water from said dam or otherwise to interfere with or in any way impede or retard the proper and complete navigation of the river at all times, nor in any way to interfere with the use and control of the same by the United States for the purposes of navigation: *And provided further*, That the Secretary of War is hereby authorized to prescribe regulations to govern the use of the said water power and the operations of the plant and force employed in connection therewith; and no claim shall be made against the United States for any failure of water power resulting from any cause whatever.

SEC. 5. That it shall be the duty of the Secretary of War in contracting for the erection of the said lock and dam to give the preference, option, or first right to contract to do said work to the city of Chattanooga, Tennessee, but if said city of Chattanooga shall fail within four months from the passage of this Act to formally notify the Secretary of War of its intention to construct said lock and dam and to enter into contract to do so, then to C. E. James and J. C. Guild, residents of Chattanooga, Tennessee, their heirs and assigns. In case of failure on the part of said C. E. James and J. C. Guild, residents of Chattanooga, Tennessee, their heirs and assigns, for a further period of eight months to formally notify the Secretary of War of their intention to proceed with the construction of the lock and dam as herein provided, then it shall be lawful for the Secretary of War to contract with any private corporation, company, firm, or persons for the construction of said lock and dam on the terms and in the manner herein provided: *Provided*, That the Secretary of War may require the contracting party to execute a bond, with proper sureties, before the commencement of the work in such amount as he may consider necessary, not exceeding one hundred thousand dollars, to insure the commencement, prosecution, and completion of the work herein authorized and compliance with the terms, conditions, and requirements of this Act, and in

case of failure to comply with the requirements of said bond the said contracting party shall forfeit to the United States the full amount thereof: *Provided further*, That the plans, including specifications and drawings for the work, shall be prepared at the expense of the United States, under the direction and subject to the approval of the Secretary of War and the Chief of Engineers, United States Army, by the officer of the Corps of Engineers, United States Army, having under his charge the work of improving the Tennessee River, who shall at the expense of the United States maintain a suitable force of inspectors upon the work to see that the plans and specifications are strictly carried out, and such conditions or safeguards as the Secretary of War and the Chief of Engineers may deem essential to securing proper results shall be made a part of the contract. The expense for plans as well as for the maintenance of the force of inspectors herein referred to shall be paid from the amount appropriated for preliminary examinations, surveys, contingencies, and so forth, made in section two of the river and harbor Act of June thirteenth, nineteen hundred and two.

Plans, etc.

Inspection.

Expense.

Vol. 32, p.  
372.  
*Ante*, p. 1006.

Extension of  
time for con-  
struction.

SEC. 6. That in the event the city of Chattanooga undertakes the erection of said lock and dam the Secretary of War shall extend the time provided herein for beginning the work on the same for a period not exceeding twelve months from the passage of the enabling act that the general assembly of the State of Tennessee may pass at its next regular session, enabling said municipality to undertake said work, if the same be necessary; and in the same event he shall extend the time for the completion of said lock and dam twelve months.

SEC. 7. That the right is expressly reserved in the United States to revoke by Act of Congress the rights, privileges, and benefits conferred by this Act; but in the event of such revocation the United States shall pay to the municipality, corporation, company, firm, or persons who may erect said lock and dam under the provisions of this Act, as full compensation, the reasonable value, exclusive of the franchise hereby conferred, of all properties erected and lands purchased by them necessary for the enjoyment of the benefits conferred upon them by the provisions of this Act, such value to be determined by mutual agreement between the Secretary of War and the owners of said properties, and in case they can not agree, then by proceedings instituted in the United States circuit court for the condemnation of said property, such proceedings to conform as nearly as may be to the laws of the State of Tennessee in respect of condemning land for the right of way for railroad purposes: *Provided*, That to insure compliance with the terms of the contract or of this Act, or to protect the interests of navigation, the Secretary of War shall have power at any time, before or after the completion of the work, to order a suspension of all priv-

Right of rev-  
ocation re-  
served.

Indemnifica-  
tion.

*Provisos.*  
Suspension  
of privileges.

Enforcement  
by injunction.

illeges granted by this Act: *And provided further*, That compliance with such order of suspension may be enforced by the injunction of the circuit court of the United States exercising jurisdiction in the district in which the work is situated, and proper proceedings to this end shall be instituted by the Attorney-General upon request of the Secretary of War.

Existing  
laws not af-  
fected.

SEC. 8. That nothing in this Act shall be construed as in any way interfering with the exclusive jurisdiction over and control by the United States of the Tennessee River and the lock and dam therein to be erected for the purpose of navigation, nor as repealing or modifying any of the provisions of law now existing in reference to the protection of navigation.

Approved, April 26, 1904.

Apr. 27, 1904.  
Vol. 33, p. 314.

**CHAP. 1615.**—An Act Declaring each of the tunnels under the Chicago River an obstruction to navigation, and for other purposes.

[H. R. 4483.]  
[Public, No.  
174.]

Chicago, Ill.  
Tunnels un-  
der Chicago  
River in, de-  
clared obstruc-  
tions to navi-  
gation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the tunnels under the Chicago River in the State of Illinois at La Salle street, Washington street, and near Van Buren street, in the city of Chicago, in said State of Illinois, are, and each of them is hereby, declared to be, as now constructed, an unreasonable obstruction to the free navigation of said Chicago River, and each of said tunnels is hereby declared to be a public nuisance. And it shall be the duty of the Secretary of War to give notice to the persons or corporations owning or controlling said tunnels, or any of them, so to alter the same as to render navigation over said tunnels free, easy, and unobstructed, and in giving such notice he shall specify the changes recommended by the Chief of Engineers that are needed to be made in order that said tunnels, or any of them, shall not thereafter be an obstruction to navigation, and shall prescribe in each case a reasonable time in which to make said changes. If at the expiration of such time such changes have not been made, the Secretary of War shall forthwith notify the United States district attorney for the northern district of Illinois, in which said tunnels are situated, to the end that the criminal proceedings hereinafter prescribed may be taken. If the person or persons, corporation or corporations, owning or controlling any of the said tunnels shall, after receiving notice to that effect, as hereinbefore required, from the Secretary of War, and within the time prescribed by him, fail or refuse to remove the same or to make the changes specified in the notice of the Secretary of War, such person or persons, corporation or corporations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine

Changes to  
be made to aid  
navigation.  
Notice to  
owners.

Proceedings  
on failure to  
remove ob-  
structions.

Penalty.



not exceeding ten thousand dollars; and each and every month such person or persons, corporation or corporations, shall remain in default in respect to the removal or alteration of such tunnel shall be deemed a new offense and subject the person or persons, corporation or corporations, so offending to the penalty herein prescribed: *Provided*, That in any case arising under the provisions of this Act an appeal or writ of error may be taken from the district court or from the circuit court direct to the Supreme Court either by the United States or by the defendants.

*Proviso.*  
*Appeal.*

Approved, April 27, 1904.

**CHAP. 1623.**—An Act Granting certain rights and privileges to the commissioners of waterworks in the city of Erie, Pennsylvania.

Apr. 27, 1904.  
Vol. 33, p. 352.

[H. R. 13300.]  
[Public, No. 182.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the commissioners of waterworks in the city of Erie, State of Pennsylvania, are hereby granted the right to use and occupy so much of the land belonging to the United States known as Presque Isle Peninsula, not exceeding one hundred and seventy-five acres, as may be necessary for the purpose of laying, extending, projecting, and maintaining an intake pipe, and for laying out, installing, building, maintaining, and operating the necessary reservoirs, settling basins, and filtration beds, for the waterworks of the said city of Erie, and in connection therewith to construct and maintain buildings, houses, and sheds, to reclaim marsh lands, to plant trees and shrubs, to build and maintain walks, roads, docks, and any other works, improvements, or structures that may be required for the purpose of supplying the city of Erie with water, and for no other purpose: *Provided*, That the use and occupation of the said lands shall in no manner affect the right, title, and interest of the United States in and to such land, nor the Government right of passage across the land so occupied; and the said commissioners of waterworks shall do nothing that may injuriously affect the harbor of Erie or the peninsula of Presque Isle as a protection for this harbor: *Provided further*, That the United States shall not be liable for any damage whatever that may at any time occur to the waterworks improvement: *And provided further*, That the exercise of the right hereby granted, and the execution of any work hereby authorized, shall be in accordance with such plans and specifications as may be approved by the Secretary of War, and subject to such further stipulations and conditions as he may prescribe.

Erie, Pa.  
Use of land  
for waterworks  
on Presque Isle  
Peninsula  
granted to.

*Provisos.*  
Government  
rights reserved.

Restriction.

Nonliability  
of United  
States for  
damages.  
Secretary of  
War to ap-  
prove plans,  
etc.

**SEC. 2.** That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 27, 1904.

Apr. 28, 1904.  
Vol. 33, p. 451.

[H. R. 14754.]  
[Public, No.  
193.]

**CHAP. 1761.**—An Act Providing for the restoration or maintenance of channels, or of river and harbor improvements, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That, in view of the fact that no general river and harbor bill is to be enacted during the present session, and in view of the necessity of temporary provision for the preservation of existing work, the sum of three million dollars be, and the same is hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the following purposes and under the limitations herein set forth, to wit: For the restoration or maintenance of channels, or of river and harbor improvements, established or made by the Government, where the usual depth of such channels or customary use of such improvement has become, or may be, impaired and there is no sufficient fund available for such restoration or maintenance, with a view to preserve in their normal condition of efficiency existing channels and improvements: *Provided*, That allotments from the amount herein named shall be made by the Secretary of War, and no such allotments shall be made unless the necessity for such restoration or maintenance shall have arisen since the passage of the river and harbor Act of June thirteenth, nineteen hundred and two, and the same shall be recommended by the local engineer having such channel or improvement in charge and the Chief of Engineers, respectively: *Provided further*, That no single channel or improvement shall be allotted a sum greater than fifty thousand dollars, nor any portion of the said appropriation, unless the same is necessary in the interest of navigation or to protect and preserve any existing Government work in the interest of navigation.

Use of former appropriations.

**SEC. 2.** That in all cases in which appropriations or authorizations have heretofore been made for the completion of river and harbor works the Secretary of War may, in his discretion, on the recommendation of the Chief of Engineers, apply such amounts as have been appropriated or authorized for the prosecution of such work.

Mississippi River.  
Repairing damages to levees.

**SEC. 3.** That in order to repair the damage caused by the flood of nineteen hundred and three, and to restore and continue the improvement in the levee system of the Mississippi River interrupted by that flood, the Secretary of War may, as recommended by the Mississippi River Commission, enter into contract or contracts for levee work upon the Mississippi River between Cairo and the Head of the Passes during the fiscal year ending June thirtieth, nineteen hundred and five, to the extent of one million dollars, to be paid for out of the appropriation for that stretch of the river, authorized by the river and

Cairo to Head of Passes.  
Contracts.  
Vol. 32, p. 366.  
*Ante*, p. 999.  
Use of former appropriation.

River and harbor appropriation.  
Preservation of existing works.  
Appropriation immediately available.

Channels.

*Provisos.*  
Allotments.  
Vol. 32, p. 331.  
Restriction.

Maximum.

Exception.

harbor Act of nineteen hundred and two, for the fiscal year ending June thirtieth, nineteen hundred and six, when the appropriation for the last-named fiscal year shall become available.

SEC. 4. That no appropriations heretofore or hereafter made for improving harbors and deepening channels shall be used for the construction of Government dredges for use on the Great Lakes or on the Atlantic coast north of Cape Henry unless there shall be a specific appropriation for that purpose: *Provided, however*, That this provision shall not apply to any dredge the construction of which has heretofore been authorized by the Secretary of War.

Dredges on Great Lakes, etc. Not to be used without specific appropriation.

Proviso. Exception.

Approved, April 28, 1904.

CHAP. 1762.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and five, and for other purposes.

Apr. 28, 1904.  
Vol. 33, p. 452.

[H. R. 14116.]  
[Public, No. 194.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and five, namely:

Sundry civil expenses appropriations.

\* \* \* \* \*

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Rivers and harbors.

Improving harbor at Charleston, South Carolina: For continuing improvement, seventy-three thousand dollars.

Charleston, S. C.  
Vol. 20, p. 202.  
*Ante*, p. 743.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Improving harbor at Cleveland, Ohio: For continuing improvement, twenty-five thousand two hundred dollars.

Cleveland, Ohio.

Improving Cumberland Sound, Georgia and Florida: For continuing improvement, fifty-five thousand dollars.

Cumberland Sound, Ga. and Fla.

Improving Monongahela River, West Virginia: For completing improvement by the construction of six locks and dams on the Upper Monongahela River, one hundred thousand dollars.

Monongahela River, W. Va.

Improving harbor at San Pedro, California: For continuing construction of breakwater, three hundred and fifty thousand dollars.

San Pedro, Cal.

Improving Winyaw Bay, South Carolina: For continuing improvement of harbor at Winyaw Bay, seventy thousand dollars.

Winyaw Bay, S. C.

For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows:

Vol. 30, p. 1121.  
*Ante*, p. 843.

Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, one hundred and seventy-five thousand dollars.

Gowanus Bay, N. Y.

- Black River  
(Lorain), Ohio. Improving harbor at Black River, Ohio: For continuing improvement of harbor at mouth of Black River, Lorain, Ohio, one hundred thousand dollars.
- Gulfport,  
Miss. Improving harbor at Gulfport, Mississippi: For maintenance of channel from Gulfport to Ship Island Harbor, including anchorage basin, ten thousand dollars.
- Ambrose  
channel, N. Y. Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, fifty thousand dollars.
- Sand beach  
(Harbor  
Beach), Mich. Improving harbor of refuge at Sand Beach, Michigan: For continuing improvement in completion of contract limit, fifty thousand dollars.
- Toledo,  
Ohio. Improving harbor at Toledo, Ohio: For continuing improvement, seventy thousand dollars.
- Vol. 32, p.  
331. Ante, p. 949. For works authorized by the river and harbor Act of nineteen hundred and two, as follows:
- Boston,  
Mass. Improving harbor at Boston, Massachusetts: For continuing improvement by providing channels thirty-five feet deep, and of authorized widths, from the navy-yard at Charlestown and the Chelsea and Charles River bridges to President Roads, and thence by route designated as numbered three through Broad Sound to the ocean, three hundred and fifty thousand dollars.
- Gloucester,  
Mass. Improving harbor at Gloucester, Massachusetts: For continuing improvement in accordance with the approved and modified project, one hundred thousand dollars.
- New London,  
Conn. Improving harbor at New London, Connecticut: For completing improvement, sixty thousand dollars.
- Black Rock,  
Harbor, N. Y. Improving Lake Erie Entrance to Black Rock Harbor and Erie Basin, New York: For continuing improvement, one hundred and twenty-five thousand dollars.
- Savannah,  
Ga. Improving harbor at Savannah, Georgia: For continuing improvement in accordance with approved or modified project as authorized, one hundred and five thousand dollars.
- Galveston,  
Tex. Improving harbor at Galveston, Texas: For continuing work of restoration of channel and jetties in accordance with approved or modified plan as authorized, one hundred thousand dollars.
- Cleveland,  
Ohio. Improving harbor at Cleveland, Ohio: For continuing improvement in accordance with the plan for new harbor entrance and breakwater extension, four hundred and sixty thousand dollars.
- Conneaut,  
Ohio. Improving harbor at Conneaut, Ohio: For continuing improvement, two hundred and forty thousand dollars.
- Waukegan,  
Ill. Improving harbor at Waukegan, Illinois: For completing improvement in accordance with the modified project as authorized, five thousand dollars.
- Oakland,  
Cal. Improving harbor at Oakland, California: For continuing improvement in completion in contract limit, nineteen thousand dollars.

Improving Delaware River, Pennsylvania and New Jersey: For continuing improvement from Christian street, Philadelphia, to Delaware Bay, one million dollars.

Delaware River, Pa. and N. J.

Improving Great Pedee River, South Carolina: For continuing improvement of upper portion of river, ten thousand dollars.

Great Pedee River, S. C.

Improving of Saint Johns River, Florida: For continuing improvement from Jacksonville to the ocean in accordance with the approved and modified project, three hundred and ninety-five thousand dollars.

St. Johns River, Fla.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement by the construction of locks and dams, numbered one, two, and three in the Tombigbee and Warrior rivers, two hundred and twenty-five thousand dollars.

Black Warrior, Warrior, and Tombigbee rivers, Ala.

Improving Pascagoula River, Mississippi: For continuing improvement in completion of contract limit from three miles above the mouth of Dog River to the seventeen-foot contour in Mississippi Sound, twenty-five thousand dollars.

Pascagoula River, Miss.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For continuing improvement to a uniform depth in divisions one and two, two hundred thousand dollars.

Galveston ship channel and Buffalo Bayou, Tex.

Improving Mississippi River from mouth of Ohio River to Minneapolis, Minnesota: For continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and fifty thousand dollars.

Mississippi River.

From the Ohio to the Missouri.

For continuing improvement from the mouth of the Missouri River to Saint Paul, Minnesota, four hundred thousand dollars.

Missouri River to St. Paul, Minn.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement in completion of contract limit by the construction of dam numbered eight, fifty thousand dollars.

Ohio River.

Dam No. 8.

For continuing improvement in completion of contract limit by the construction of dam numbered eleven, fifty thousand dollars.

Dam No. 11.

Improving Stockton and Mormon channels, California: For continuing improvement by dredging and by the construction of a canal to divert the waters of Mormon Channel in Calaveras River at and near the city of Stockton, seventy-five thousand dollars.

Stockton and Mormon channels, Cal.

Improving Columbia River at Three-Mile Rapids, Oregon and Washington: For continuing improvement between the foot of The Dalles Rapid and the head of Celilo Falls by means of canals and the improvement of the channel of the river, in accordance with the approved or modified project, as authorized, one hundred thousand dollars.

Columbia River, Oreg. and Wash. Canals, etc.

Mississippi  
River Commis-  
sion.

From Head  
of Passes to  
the Ohio.

# UNDER THE MISSISSIPPI RIVER COMMISSION.

**Improving Mississippi River:** For continuing improvement of Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries and clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million dollars.

\* \* \* \* \*

Fort Crockett, Tex.  
Construction  
of sea wall.

**FORT CROCKETT RESERVATION, GALVESTON, TEXAS:** For the construction along the entire front of the Fort Crockett Reservation, except those parts of said front where the protected fortifications already act as a breakwater, a sea wall, embankment, and fill, as designated, specified, and described in the report of the board of engineers constituted in accordance with section one of the river and harbor Act approved June thirteenth, nineteen hundred and two, four hundred and ten thousand dollars, and upon the conveyance in fee simple to the United States of the land lying between Thirty-ninth and Forty-fifth streets and south of Avenue U, in the city of Galveston, Texas, the said sea wall in front of the Fort Crockett Reservation shall be extended and completed under the direction of the Secretary of War from Thirty-ninth street to the west line of Forty-fifth street in the city of Galveston, Texas, as designated, specified, and described in the report of the Board of Engineers, constituted in accordance with section one of the river and harbor Act, approved June thirteenth, nineteen hundred and two, and for this purpose the sum of one hundred and eighty-one thousand and forty-six dollars and twenty-five cents is hereby appropriated.

Vol. 32, p.  
341.  
*Ante*, p. 963.

Further ex-  
tension.

Vol. 32, p.  
341.  
*Ante*, p. 963.

Governors  
Island, N. Y.

**ENLARGEMENT GOVERNORS ISLAND, NEW YORK:** For continuing plan of improvement for the enlargement of Governors Island, New York Harbor, by wharf work, dredging, bulkhead, and filling, two hundred thousand dollars [<sup>a</sup>].

\* \* \* \* \*

Jamestown  
Island, Va.

Protecting.

**PROTECTING JAMESTOWN ISLAND, VIRGINIA:** For the extension and completion of the sea wall and the construction of any other necessary works for protecting Jamestown Island in the State of Virginia, from the encroachments of James River, fifteen thousand dollars.

\* \* \* \* \*

California  
Débris Commis-  
sion.

Vol. 27, p.  
507.  
*Ante*, p. 659.

**CALIFORNIA DÉBRIS COMMISSION:** For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.

New York  
Harbor.

Deposits.

**HARBOR OF NEW YORK:** For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

<sup>a</sup> All of this appropriation is for work assigned to the Engineer Department.

For pay of inspectors, deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars; Inspectors, etc.

For pay of crews and maintenance of six steam tugs and one launch, sixty-three thousand dollars; Crews, tugs, etc.

In all, seventy-three thousand two hundred and sixty dollars.

\* \* \* \* \*

Approved, April 28, 1904.

**CHAP. 1784.**—An Act To amend an Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors and for other purposes, approved June thirteenth, nineteen hundred and two, making appropriation for improving Trinity River, Texas. Apr. 28, 1904.  
Vol. 33, p. 538.  
[S. 5092.]  
[Public, No. 216.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provision, in an Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors and for other purposes, approved June thirteenth, nineteen hundred and two, making appropriation for improving Trinity River, Texas, is hereby so amended as to authorize the Secretary of War to expend so much as may be necessary of the funds appropriated in the construction of one lock and dam on the river between the mouth and section one. Trinity River, Tex.  
Construction of lock and dam on.  
Vol. 32, p. 356, amended.  
Ante, p. 984.

Approved, April 28, 1904.

**CHAP. 1821.**—An Act To authorize the Ox Bow Power Company, of South Dakota, to construct a dam across the Missouri River. Apr. 28, 1904.  
Vol. 33, p. 570.  
[H. R. 11972.]  
[Public, No. 253.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of the Government is hereby given to the Ox Bow Power Company, of South Dakota, its successors or assigns, to construct across the Missouri River, from lot three, in section twenty-six, township fourteen north, range three west of the Montana meridian, to the opposite bank of same river, to be approved by the Secretary of War, a dam, causeway, and the appurtenances thereof for water power and other purposes: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of construction, and when so approved no change shall be made in said plans without the prior approval of the Chief of Engineers and the Secretary of War: *Provided further*, That the said company shall construct and maintain in connection with said Missouri River, S. Dak.  
Ox Bow Power Co. may construct dam across.  
Location.  
  
Provisos.  
Secretary of War to approve plans, etc.

Booms, etc. Fishways.	dam a suitable boom and log sluice; that suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained in said dam by said corporation, its successors or assigns; and shall obtain and convey to the United States, whenever requested to do so by the Secretary of War, clear title to such land as in his judgment may be required for constructions and approaches to said dam for transferring boats and freight around the same, and shall grant to the United States a free use of water power for operating such construction work; and to insure compliance with these conditions the said company shall execute and deliver to the Secretary of War a proper bond, in such amount as may be fixed by him: <i>And provided further</i> ,
Conveyance of title to United States.	
Use of water power. Bond.	
Damages.	That the said company shall be liable for any damage to private property resulting from the construction and operation of said dam and appurtenant works, either by overflow or otherwise, and proceedings to recover compensation for such damage may be instituted either in the State or Federal courts.
Proceedings.	
Time of construction.	SEC. 2. That this Act shall be null and void unless the structures herein authorized shall be commenced within one year and completed within three years from the date of approval hereof.
Amendment.	SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, April 28, 1904.

Jan. 7, 1905.  
Vol. 33, p. 603.

[H. R. 15590.]  
[Public, No. 6.]

**CHAP. 32.**—An Act To amend an Act approved April twenty-sixth, nineteen hundred and four, entitled "An Act to enable the Secretary of War to permit the erection of a lock and dam in aid of navigation in the Tennessee River near Chattanooga, Tennessee, and for other purposes."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Act of Congress approved April twenty-sixth, nineteen hundred and four, entitled "An Act to enable the Secretary of War to permit the erection of a lock and dam in aid of navigation in the Tennessee River near Chattanooga, Tennessee, and for other purposes," be, and the same is hereby, amended by inserting in section one; line seven, after the words "Scott Point," "near Chattanooga, Tennessee," and before the word "under," the following: "or at such other point or place in the mountain section of said river below Scott Point as the Secretary of War may approve."

Approved, January 7, 1905.

Tennessee  
River, Tenn.  
Construction  
of lock and  
dam in, near  
Chattanooga.  
Vol. 33, p.  
309.  
*Ante*, p. 1050.

Location.



**CHAP. 288.**—An Act Providing for the transfer of forest reserves from the Department of the Interior to the Department of Agriculture.

Feb. 1, 1905.  
Vol. 33, p. 628.

[H. R. 8460.]  
[Public, No. 34.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

\* \* \* \* \*

**SEC. 4.** That rights of way for the construction and maintenance of dams, reservoirs, water plants, ditches, flumes, pipes, tunnels, and canals, within and across the forest reserves of the United States, are hereby granted to citizens and corporations of the United States for municipal or mining purposes, and for the purposes of the milling and reduction of ores, during the period of their beneficial use, under such rules and regulations as may be prescribed by the Secretary of the Interior, and subject to the laws of the State or Territory in which said reserves are respectively situated.

Water rights  
granted for  
mining, etc.,  
purposes.

Regulations.

\* \* \* \* \*

Approved, February 1, 1905.

[No. 12.] Joint Resolution For the printing of a compilation of the laws of the United States relating to the improvement of rivers and harbors.

Feb. 1, 1905.  
Vol. 33, p. 1280.

[H. J. R. 164.]  
[Pub. Res.,  
No. 11.]  
Rivers and  
harbors.  
Laws relat-  
ing to improve-  
ment of, or-  
dered printed.  
Distribution.  
Vol. 32, p. 375.  
*Ante*, p. 1010.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That* there shall be printed three thousand copies of a compilation of the laws of the United States relating to the improvement of rivers and harbors, passed until and including the laws of the second session of the Fifty-eighth Congress<sup>[a]</sup>, of which six hundred copies shall be for the use of the Senate, one thousand four hundred copies for the use of the House of Representatives, and one thousand copies for the use of the War Department, the said compilation to be printed under the direction of the Secretary of War.

Approved, February 1, 1905.

**CHAP. 453.**—An Act To amend an Act approved July first, nineteen hundred and two, entitled "An Act temporarily to provide for the administration of the affairs of civil government in the Philippine Islands, and for other purposes," and to amend an Act approved March eighth, nineteen hundred and two, entitled "An Act temporarily to provide revenue for the Philippine Islands, and for other purposes," and to amend an Act approved March second, nineteen hundred and three, entitled "An Act to establish a standard of value and to provide for a coinage system in the Philippine Islands," and to provide for the more efficient administration of civil government in the Philippine Islands, and for other purposes.

Feb. 6, 1905.  
Vol. 33, p. 689.

[H. R. 14623.]  
[Public, No. 43.]

<sup>a</sup> The laws referred to are embodied in this compilation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all bonds issued by the government of the Philippine Islands, or by its authority, shall be exempt from taxation by the Government of the United States, or by the government of the Philippine Islands or of any political or municipal subdivision thereof, or by any State, or by any county, municipality, or other municipal subdivision of any State or Territory of the United States, or by the District of Columbia.

Philippine  
Islands, gov-  
ernment of.  
Bonds ex-  
empt from tax-  
ation.

Issue of  
bonds for pub-  
lic improve-  
ments author-  
ized.

Provisos.  
Maximum in-  
debtedness.

Approval by  
the President.

SEC. 2. That for the purpose of providing funds to construct port and harbor works, bridges, roads, buildings for provincial and municipal schools, court-houses, penal institutions, and other public improvements for the development of the Philippine Islands by the general government thereof, the said government is authorized from time to time to incur indebtedness, borrow money, and to issue and sell therefor (at not less than par value in gold coin of the United States) registered or coupon bonds of such denominations and payable at such time or times, not later than forty years after the date of the approval of this Act, as may be determined by said government, with interest thereon not to exceed four and one-half per centum per annum: *Provided*, That the entire indebtedness of said government created by the authority conferred by this section shall not exceed at any one time the sum of five million dollars: *And provided further*, That the law of said government creating the indebtedness and authorizing the issue of the bonds under this section shall be approved by the President of the United States.

\* \* \* \* \*

Repeal.

SEC. 12. That all Acts or parts of Acts inconsistent with the provisions of this Act are hereby repealed.

Approved, February 6, 1905.

Feb. 9, 1905.  
Vol. 33, p. 712.  
[H. R. 15284.]  
[Public, No.  
65.]

**CHAP. 566.**—An Act Granting to the Keokuk and Hamilton Water Power Company rights to construct and maintain for the improvement of navigation and development of water power a dam across the Mississippi River.

Mississippi  
River.  
Keokuk and  
Hamilton Wa-  
ter Power Com-  
pany may dam,  
at Des Moines  
Rapids, Iowa.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Keokuk and Hamilton Water Power Company, a corporation created and organized under the laws of the State of Illinois, its successors, and assigns, to erect, construct, operate, and maintain a dam, with its crest at an elevation of from thirty to thirty-five feet above standard low water, across the Mississippi River at or near the foot of the Des Moines Rapids, from Keokuk, Iowa, to Hamilton, Illinois, and to construct, operate, and maintain power stations on or in connection with the said dam, with suit-

able accessories for the development of water power, and the generation, use, and transmission therefrom of electric energy and power to be derived from the Des Moines Rapids on the Mississippi River: *Provided*, That in lieu of the three locks and the dry dock, with their appurtenances, now owned and operated by the United States, at the Des Moines Rapids Canal, the said Keokuk and Hamilton Water Power Company shall build, coincidentally with the construction of the said dam and appurtenances, at locations approved by the Secretary of War, a lock and dry dock with their appurtenances; the said lock shall be of such a kind and size and shall have such appurtenances and equipment as shall conveniently and safely accommodate the present and prospective commerce of the Mississippi River; the said dry dock and its appurtenances shall be such as to give space, facilities, and conveniences for the repair of vessels at least equal to those afforded by the existing Government dry dock and shops at the Des Moines Rapids Canal: *And provided further*, That the said dam and appurtenant works shall be so designed, located, constructed, maintained, and operated, and the said lock and dry dock, with their appurtenances, shall be so designed, located, constructed and equipped, as to permit at all times during the season of navigation, and at any stage of water, the safe and convenient navigation of steamboats and other vessels, or of rafts and barges, through the portion of the Mississippi River now occupied by the Des Moines Rapids, as well as through the entire length of the pool formed by the said dam: *And provided further*, That detailed plans for the construction and operation of the said dam, lock, dry dock, and appurtenant works, shall be submitted to and approved by the Secretary of War before the commencement of any portion of the said works; and the said works shall be constructed under the supervision of some engineer officer of the Army designated for that purpose, and that after the approval of the said plans no deviation therefrom shall be made without the prior approval of the Secretary of War of any such deviation: *And provided further*, That compensation shall be made by the said Keokuk and Hamilton Water Power Company to all persons, firms, or corporations whose lands or other property may be taken, overflowed, or otherwise damaged by the construction, maintenance, and operation of the said works in accordance with the laws of the State where such lands or other property may be situated; but the United States shall not be held to have incurred any liability for such damages by the passage of this Act: *And provided further*, That when the said dam, lock, dry dock, and appurtenant works shall have been completed to the satisfaction of the Secretary of War, the United States shall have the ownership and control of the said lock, dry dock, and their appurtenances, and operate and maintain the same.

*Provisos.*  
Construction  
of lock and dry  
dock, etc.

*Restrictions.*

Unobstructed  
navigation.

Secretary of  
War to approve  
plans, etc.

Supervision  
of engineer of-  
ficer, etc.

Compensa-  
tion for dam-  
ages.

Nonliability  
of the United  
States.

Operation of  
lock and dry  
dock.

Protection to  
navigation

SEC. 2. That the withdrawal of water from the Mississippi River and the discharge of water into the said river, for the purpose of operating the said power stations and appurtenant works, shall be under the direction and control of the Secretary of War, and shall at no time be such as to impede or interfere with the safe and convenient navigation of the said river by means of steamboats or other vessels, or by rafts or barges: *Provided*, That the said company shall construct such suitable fishways as may be required from time to time by the Secretary of Commerce and Labor.

*Proviso.*

Fishways.

Cost of construction, etc.

SEC. 3. That, except as provided for below in this section, the Keokuk and Hamilton Water Power Company shall bear the entire cost of locating, constructing, maintaining, and operating the structures and appurtenances provided for in this Act: *Provided*, That the United States shall bear the cost of the supervision of the work by an engineer officer of the Army as provided for in section one of this Act, and also the cost of maintaining and operating the lock and dry dock with their appurtenances, after their completion and due acceptance by the Secretary of War on behalf of the United States: *And provided further*, That the Keokuk and Hamilton Water Power Company shall provide, in connection with such lock, dry dock, and appurtenances, a suitable power plant for operating and lighting the same, according to plans and specifications submitted to and approved by the Secretary of War.

*Provisos*

Cost of supervision.  
*Ante*, p. 1065.

Power plant.

Repeal of former act.  
Vol. 31, p. 764.  
*Ante*, pp. 934, 1043.

SEC. 4. That the Act entitled "An Act granting to the Keokuk and Hamilton Water Power Company right to construct and maintain wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois," approved February eighth, nineteen hundred and one, is hereby repealed.

Time of construction.

SEC. 5. That this Act shall be null and void if actual construction of the works herein authorized be not commenced within five years and completed within ten years from the date hereof.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 9, 1905.

Feb. 9, 1905.  
Vol. 33, p. 714.  
[S. 6312.]  
[Public, No. 66.]

CHAP. 567.—An Act Authorizing the changing of the levels of certain lakes and the disposal of certain lands under the terms of the national reclamation Act.

Irrigation.  
Little Klammath, Rhett, and Goose lakes, etc., Oreg. and Cal.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Interior is hereby authorized in carrying out any irrigation project that may be undertaken by him under the terms and conditions of

the national reclamation Act and which may involve the changing of the levels of Lower or Little Klamath Lake, Tule or Rhett Lake, and Goose Lake, or any river or other body of water connected therewith, in the States of Oregon and California, to raise or lower the level of said lakes as may be necessary and to dispose of any lands which may come into the possession of the United States as a result thereof by cession of any State or otherwise under the terms and conditions of the national reclamation Act.

Levels may be raised, etc.  
Vol. 32, p. 388.

Disposal of reclaimed lands.

Approved, February 9, 1905.

**CHAP. 568.**—An Act For the relief of the Gull River Lumber Company, its assigns or successors in interest.

Feb. 9, 1905.  
Vol. 33, pt. 2,  
p. 1832.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to execute, acknowledge, and deliver, in the name of the United States of America, to the Gull River Lumber Company, its assigns or successors in interest, a deed of quitclaim and release, quitclaiming and releasing all the right, title, and interest of the United States of America in and to the following real property, lying and being in the county of Cass, in the State of Minnesota, and described as follows: Lots one, two, three, four, and five of section twenty, in township one hundred and thirty-five north, of range twenty-nine west.

[H. R. 14351.]  
[Private, No. 502.]

Gull River Lumber Company.

Certain Gull Lake reservoir lands in Minnesota quit-claimed to.

Description.

Approved, February 9, 1905.

**CHAP. 574.**—An Act Declaring Grand River to be not a navigable stream.

Feb. 15, 1905.  
Vol. 33, p. 715.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Grand River in the State of Missouri above the city of Brunswick, in the county of Chariton in said State, is hereby declared to be not a navigable stream and shall be so treated by the Secretary of War and by all other authorities.

[H. R. 17350.]  
[Public, No. 69.]

Grand River. Not navigable above Brunswick, Mo.

Approved, February 15, 1905.

**CHAP. 577.**—An Act For the relief of Edward J. Farrell.

Feb. 15, 1905.  
Vol. 33, pt. 2,  
p. 1833.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby,

[H. R. 10516.]  
[Private, No. 506.]

Edward J. Farrell.

Certain land acquired in connection with Harlem River improvement quit-claimed to.

Description.

authorized and directed to execute, acknowledge, and deliver, in the name of the United States of America, to Edward J. Farrell, a deed of quitclaim and release quitclaiming and releasing to said Edward J. Farrell, his heirs and assigns, all the right, title, and interest of the United States, of America in and to the following-described land, under water, in the city of New York and State of New York, namely: Beginning at a point in the northerly line of the Croton Aqueduct appropriation, where the same is intersected by the easterly side of lands taken by the United States Government for the improvement of the Harlem River, and running thence northerly along said easterly side of said lands taken by the United States Government for the improvement of the Harlem River one hundred and seven and eighty-seven one-hundredths feet to the lands of the estate of William B. Ogden; thence westerly along the lands formerly of the estate of William B. Ogden fifteen and forty-five one-hundredths feet to the pier and bulkhead line established by the United States Government in eighteen hundred and ninety; thence southerly along said last-mentioned line one hundred and eight and forty-three one-hundredths feet to the lands formerly of the Croton Aqueduct appropriation; thence easterly along said lands nine and fifty-nine one-hundredths feet to the point or place of beginning: *Provided*, That the said Edward J. Farrell shall show, by proof satisfactory to the Secretary of War, that he is the owner of the abutting shore.

*Proviso.*  
Proof of ownership.

Approved, February 15, 1905.

Feb. 18, 1905.  
Vol. 33, p. 721.

**CHAP. 588.**—An Act To grant certain lands to the State of Ohio.

[H. R. 11444.]  
[Public, No. 81.]

Preamble.

Whereas the State of Ohio in the years eighteen hundred and twenty-eight to eighteen hundred and forty-four, inclusive, constructed the Miami and Erie Canal; and Whereas the State of Ohio, for the purpose of supplying the said canal with water, built and constructed certain artificial lakes or reservoirs known as the Mercer County Reservoir, in Mercer and Auglaize counties, and the Loramie Reservoir, in Auglaize and Shelby counties, the former being completed and flooded with water about the year eighteen hundred and forty-two, and the latter about the year eighteen hundred and forty-four; and

Whereas it has recently come to the knowledge of the authorities of the State of Ohio that the title to the land above described is in the United States and not in the said State of Ohio: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following-described lands in township six south, range three east, in Mercer County, Ohio, be, and

Ohio.

the same are hereby, granted to the State of Ohio, to wit: The southeast quarter of the southeast quarter of section two, township six south, range three east, forty acres; the south half of the southwest quarter of section three, township six south, range three east, eighty acres; the east half of the northeast quarter of section eight, township six south, range three east, eighty acres; the southwest quarter of the northeast quarter of section eight, township six south, range three east, forty acres; the northwest quarter of section eight, township six south, range three east, one hundred and sixty acres; the southwest quarter of section eight, township six south, range three east, one hundred and sixty acres; the northeast quarter of section nine, township six south, range three east, one hundred and sixty acres; the southeast quarter of section nine, township six south, range three east, one hundred and sixty acres; the northwest quarter of section nine, township six south, range three east, one hundred and sixty acres; the east half of the southwest quarter of section nine, township six south, range three east, eighty acres; the southwest quarter of section ten, township six south, range three east, one hundred and sixty acres; the northeast quarter of section eleven, township six south, range three east, one hundred and sixty acres; the southeast quarter of section eleven, township six south, range three east, one hundred and sixty acres; the east half of the southwest quarter of section eleven, township six south, range three east, eighty acres; the northwest quarter of section seventeen, township six south, range three east, one hundred and sixty acres; the east half of the southwest quarter of section seventeen, township six south, range three east, eighty acres; also the whole of section seven, township six south, range four east, in Auglaize County, Ohio, six hundred and ninety-four acres; also the north half of the southwest quarter of section twenty-seven, township seven south, range five east, in Shelby County, Ohio, eighty acres; and containing in all two thousand six hundred and ninety-four acres, more or less.

Approved, February 18, 1905.

**CHAP. 591.**—An Act Permitting the building of a dam across the Mississippi River between the village of Sauk Rapids, Benton County, Minnesota, and the city of Saint Cloud, Stearns County, Minnesota.

Feb. 20, 1905.  
Vol. 33, p. 723.

[S. 5972.]  
[Public, No. 83.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Sauk Rapids Manufacturing Company, a corporation organized under the laws of the State of Minnesota, its successors or assigns, to build a dam across the Mississippi River at the Sauk Rapids, so called, in said river, and between the village of Sauk Rapids, in Benton County, Minnesota, and the city of Saint Cloud, or an addition

Mississippi  
River.  
Sauk Rapids  
Manufacturing  
Company may  
dam, at Sauk  
Rapids, Minn.

Lands in Mer-  
cer, Auglaize,  
and Shelby  
counties grant-  
ed to.

Description.

- thereof, in Stearns County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization thereof: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the construction of the same: *And provided further*, That the said Sauk Rapids Manufacturing Company, its successors or assigns, shall not deviate materially from said plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have been submitted previously to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That said dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control said dam so far as shall be necessary for purposes of navigation, but shall not destroy or reduce the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by said company, its successors or assigns.
- Litigation.** SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, such cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of the same.
- Time of construction.** SEC. 3. That this Act shall be null and void unless the said dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.
- Amendment.** SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, February 20, 1905.



**CHAP. 777.**—An Act For the allowance of certain claims reported by the Court of Claims, and for other purposes.

Feb. 24, 1905.  
Vol. 33, p. 743.

[H. R. 9548.]  
[Public, N o.  
99.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to claimants in this Act named the several sums appropriated herein, the same being in full for and the receipt of the same to be taken and accepted in each case as a full and final release and discharge of their respective claims, namely:

Appropriations for payment of claims reported by Court of Claims, etc.

\* \* \* \* \*

#### FOR DIRECT APPROPRIATION.

\* \* \* \* \*

To the estate of James B. Eads, the sum of nineteen thousand six hundred and fifty-seven dollars and fifty-four cents, in full payment of the balance of interest due to said estate from the United States.

James B. Eads.  
Payment to estate of, improving South Pass, Mississippi River.

\* \* \* \* \*

To the Independent Line Steamers, of Tampa, Florida, the sum of one thousand three hundred and forty-four dollars and eighteen cents, in full settlement of all claims said steamer line may have against the United States for damages to the steamer Manatee, due to a collision with the United States steamer Hillsboro in Tampa Bay, Florida, on the night of November eighteenth, nineteen hundred and one. And so much of the Act of July first, nineteen hundred and two (Thirty-second Statutes at Large, page five hundred and fifty-seven), as authorized the payment of six hundred and twenty-four dollars and eighteen cents to the said Independent Line Steamers is hereby repealed.

Independent Line Steamers, Tampa, Fla.

Repeal.  
Vol. 32, p. 557.  
Ante, p. 1028.

\* \* \* \* \*

#### FOR INVESTIGATION AND SETTLEMENT.

That the Secretary of War be, and he is hereby, authorized and directed to examine the claim of John Conner, senior, for payment of a sum alleged to be due for twenty and one-tenth acres of cleared land, seven and seventy-one one-hundredths acres of timbered land, five hundred bushels of corn, and twenty bales of cotton, said land and other property alleged to have been taken and appropriated by the United States in constructing a levee at Ashport, Lauderdale County, Tennessee, in eighteen hundred and eighty-six and eighteen hundred and eighty-seven, under the supervision of the Mississippi River Commission, and allow him whatever the said land and other property are reasonably worth, not exceeding the sum of one thousand two hundred and seventy-nine dollars and sixty cents, the amount so allowed to be in full payment for said land and other property alleged to have

For investigation and settlement.

John Conner. Land, etc., for levee, Ashport, Tenn.

*Provisos.*  
Title in fee  
simple.

been taken and appropriated: *Provided*, That none of the said amount shall be paid to the claimant until after he shall have executed and delivered to the proper officer of the Government all papers necessary to give to the United States a title in fee simple to all of the aforementioned land, but nothing in this proviso shall be held to compel claimant to pay any taxes which may have accrued against this land during its occupancy by the Government: *And provided further*, That the acceptance by the claimant of the amount so allowed shall be considered as full satisfaction of his claim. And whatever sum shall be found due on such examination shall be paid to the said John Conner, senior, and is hereby appropriated out of any money in the Treasury not otherwise appropriated.

\* \* \* \* \*

General limitations.

#### LIMITATION.

Legal representatives.

In case of the death of any claimant, or death or discharge of any executor or administrator of any claimant herein named, then payment of such claim as herein provided shall be made to the legal representatives: *Provided*, That where a claimant is dead the administrator, executor, or legal representative shall file a certified copy of his bond, which bond must be at least equal in amount to the sum hereby appropriated: *And provided further*, That in all cases where the original claimants were adjudicated bankrupts the payments shall be made to the next of kin instead of to assignees in bankruptcy; \* \* \*

*Provisos.*  
Bond from  
administrator.

Next of kin  
instead of  
bankrupts' assignee.

Substitution  
in case of  
death of executor, etc.

*And provided further*, That wherever under this bill it is provided that a payment be made to an executor or an administrator, whether original or ancillary or de bonis non, and such executor or administrator is dead or no longer holds his office, the payment shall be made to the successor therein, his title to hold such office being established to the satisfaction of the Secretary of the Treasury, and whenever under this bill it is provided that a payment shall be made to a corporation and such corporation has been merged in or consolidated with another corporation, payment shall be made to the corporation with which the consolidation or merger has been made.

Payment to  
corporations.

Approved, February 24, 1905.

Feb. 24, 1905.  
Vol. 33, p. 811.

[H. R. 13626.]  
[Public, No.  
100.]

**CHAP. 778.**—An Act To amend an Act approved August thirteenth, eighteen hundred and ninety-four, entitled "An Act for the protection of persons furnishing materials and labor for the construction of public works."

Contractors  
on public  
works.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Act entitled "An Act for the protection of persons furnishing materials and labor for the con-

struction of public works," approved August thirteenth, eighteen hundred and ninety-four, is hereby amended so as to read as follows:

"That hereafter any person or persons entering into a formal contract with the United States for the construction of any public building, or the prosecution and completion of any public work, or for repairs upon any public building or public work, shall be required, before commencing such work, to execute the usual penal bond, with good and sufficient sureties, with the additional obligation that such contractor or contractors shall promptly make payments to all persons supplying him or them with labor and materials in the prosecution of the work provided for in such contract; and any person, company, or corporation who has furnished labor or materials used in the construction or repair of any public building or public work, and payment for which has not been made, shall have the right to intervene and be made a party to any action instituted by the United States on the bond of the contractor, and to have their rights and claims adjudicated in such action and judgment rendered thereon, subject, however, to the priority of the claim and judgment of the United States. If the full amount of the liability of the surety on said bond is insufficient to pay the full amount of said claims and demands, then, after paying the full amount due the United States, the remainder shall be distributed pro rata among said interveners. If no suit should be brought by the United States within six months from the completion and final settlement of said contract, then the person or persons supplying the contractor with labor and materials shall, upon application therefor, and furnishing affidavit to the Department under the direction of which said work has been prosecuted that labor or materials for the prosecution of such work has been supplied by him or them, and payment for which has not been made, be furnished with a certified copy of said contract and bond, upon which he or they shall have a right of action, and shall be, and are hereby, authorized to bring suit in the name of the United States in the circuit court of the United States in the district in which said contract was to be performed and executed, irrespective of the amount in controversy in such suit, and not elsewhere, for his or their use and benefit, against said contractor and his sureties, and to prosecute the same to final judgment and execution: *Provided*, That where suit is instituted by any of such creditors on the bond of the contractor it shall not be commenced until after the complete performance of said contract and final settlement thereof, and shall be commenced within one year after the performance and final settlement of said contract, and not later: *And provided further*, That where suit is so instituted by a creditor or by creditors, only one

Protection of persons furnishing material, etc., to.

Penal bond to include security for labor, etc.  
Vol. 28, p. 278, amended.  
*Ante*, p. 676.

Rights of persons, corporations, etc.

Action on bond for labor or material furnished.

Jurisdiction.

*Provisos*.  
Time limit.

Creditors limited to single action.

Judgment where bond is inadequate.

Payment by sureties on bond.

Personal notice to creditors.

Publication of notice.

action shall be brought, and any creditor may file his claim in such action and be made party thereto within one year from the completion of the work under said contract, and not later. If the recovery on the bond should be inadequate to pay the amounts found due to all of said creditors, judgment shall be given to each creditor pro rata of the amount of the recovery. The surety on said bond may pay into court, for distribution among said claimants and creditors, the full amount of the sureties' liability, to wit, the penalty named in the bond, less any amount which said surety may have had to pay to the United States by reason of the execution of said bond, and upon so doing the surety will be relieved from further liability: *Provided further*, That in all suits instituted under the provisions of this Act such personal notice of the pendency of such suits, informing them of their right to intervene as the court may order, shall be given to all known creditors, and in addition thereto notice of publication in some newspaper of general circulation, published in the State or town where the contract is being performed, for at least three successive weeks, the last publication to be at least three months before the time limited therefor."

Approved, February 24, 1905.

Feb. 25, 1905.  
Vol. 33, p. 814.

**CHAP. 797.**—An Act Relating to a dam across Rainy River.

[H. R. 17331.]  
[Public, No. 103.]

Rainy River, Minn.

Rainy River Improvement Company to succeed to rights of former company.

Vol. 30, p. 398.  
*Ante*, p. 823.

Vol. 31, p. 167.  
*Ante*, p. 907.

Vol. 32, p. 485.  
*Ante*, p. 1027.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Rainy River Improvement Company, a corporation organized under the laws of the State of Minnesota for the improvement of the navigation of Rainy River and Rainy Lake, and its successors and assigns, upon filing with the Secretary of War proof satisfactory to him of its succession to the rights and privileges granted to the Koochiching Company by the following Acts of Congress, namely: Chapter two hundred and thirty-eight of volume thirty of the Statutes at Large, "An Act permitting the building of a dam across Rainy Lake River," approved May fourth, eighteen hundred and ninety-eight; chapter three hundred and forty-six of volume thirty-one of the Statutes at Large, "An Act to amend an Act entitled 'An Act permitting the building of a dam across Rainy Lake River,'" approved May fourth, nineteen hundred; chapter thirteen hundred and five, volume thirty-two, of the Statutes at Large, "An Act relating to the construction of a dam across Rainy River," approved June twenty-eighth, nineteen hundred and two, shall have the right, subject to the restrictions, conditions, and terms of said several Acts, to construct and maintain the dam provided for therein, at such

height as the Secretary of War may approve: *Provided*, *Provido.*  
Time of con-  
struction. That such dam shall be completed on or before July first, nineteen hundred and eight.

SEC. 2. That upon filing the proof of its succession to the rights of the Koochiching Company, and the approval thereof by the Secretary of War, that officer shall issue to the Rainy River Improvement Company a certificate of such approval. Proof of suc-  
cession.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment.

Approved, February 25, 1905.

**CHAP. 798.**—An Act Relating to the construction of a dam and reservoir on the Rio Grande, in New Mexico, for the impounding of the flood waters of said river for purposes of irrigation. Feb. 25, 1905.  
Vol. 33, p. 814.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the provisions of the reclamation Act approved June seventeenth, nineteen hundred and two, shall be extended for the purposes of this Act to the portion of the State of Texas bordering upon the Rio Grande which can be irrigated from a dam to be constructed near Engle, in the Territory of New Mexico, on the Rio Grande, to store the flood waters of that river, and if there shall be ascertained to be sufficient land in New Mexico and in Texas which can be supplied with the stored water at a cost which shall render the project feasible and return to the reclamation fund the cost of the enterprise, then the Secretary of the Interior may proceed with the work of constructing a dam on the Rio Grande as part of the general system of irrigation, should all other conditions as regards feasibility be found satisfactory. [H. R. 17939.]  
[Public, No. 104.]  
Rio Grande,  
N. Mex.  
Dam, etc.,  
authorized under reclamation act.  
Vol. 32, p. 388.  
Location.

Approved, February 25, 1905.

**CHAP. 1312.**—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Lake Erie and Niagara River and to erect and maintain an inlet pier therefrom for the purpose of supplying the city of Buffalo with pure water. Mar. 2, 1905.  
Vol. 33, p. 843.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That it shall be lawful for the city of Buffalo, in the State of New York, to construct and maintain a tunnel under Lake Erie, Niagara River, Black Rock Harbor, and the United States lands known as Fort Porter, extending from a point two hundred yards, more or less, northeast of the Horseshoe Reef light in the Emerald channel ten thousand feet to the present pumping station of the city of Buffalo, and to erect and maintain an [H. R. 18637.]  
[Public, N o. 132.]  
Buffalo, N. Y.  
Tunnel under Lake Erie, etc., authorized for water supply.  
Location.

Inlet pier. inlet pier therefrom, said inlet pier to be located in the Emerald channel not more than six hundred feet north-east of the present Horseshoe Reef light: *Provided, That* the top of the said tunnel shall be located at least forty feet below mean lake level, and that the city of Buffalo shall maintain a light from sunset to sunrise on the inlet pier at its own expense.

Approved, March 2, 1905.

Mar. 3, 1905.  
Vol. 33, p. 990.

**CHAP. 1421.**—An Act To cause certain lands heretofore withdrawn from market for reservoir purposes to be restored to the public domain, subject to entry under the homestead law, with certain restrictions.

[S. 6644.]  
[Public, No. 154.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby restored to the public domain, subject to the easement provided for in section two hereof, all the lands described in a certain proclamation of the President of the United States, dated November twenty-eighth, eighteen hundred and eighty-one, Executive Document Numbered Eight hundred and seventy-two, withdrawing and withholding certain lands from market or entry and reserving the same to aid in the construction of certain reservoirs to be built at the headwaters of the Mississippi and Saint Croix rivers, in the States of Minnesota and Wisconsin, and of the Chippewa and Wisconsin rivers, in the State of Wisconsin, except lot seven of section thirty-three, and lot five of section thirty-four, township one hundred and forty-four, range twenty-eight west of the fifth principal meridian; and that these lands when so restored shall be subject to homestead entry only.

Public lands.  
Lands reserved for reservoirs at headwaters of Mississippi River, etc., restored to public domain.

Homestead entry.  
Right to overflow reserved.

**SEC. 2.** That the lands hereby restored shall forever be and remain subject to the right of the United States to overflow the same, or any thereof, by such reservoirs as now exist or may hereafter be constructed upon the headwaters of the Mississippi River, and all patents issued for the lands hereby restored shall expressly reserve to the United States such right of overflow.

Preference rights.

**SEC. 3.** That in all cases where any of the lands restored to the public domain by the first section of this Act have heretofore been sold or disposed of by the proper officers of the United States under color of the public-land laws, and the consideration received therefor is still retained by the Government, the title of the purchasers may be confirmed, subject to the easement reserved by section two, if, in the opinion of the Secretary of the Interior, justice requires it; and in all cases where first or preliminary homestead entries have been made of the lands hereby restored, and the entrymen have attempted to make final proof and final entry, such entrymen shall have a preferred and prior right to enter such lands

under the homestead law on showing a compliance with the requirements of said law as to settlement, cultivation, proof, and payment.

SEC. 4. That no rights of any kind, except as specified in the foregoing section, shall attach by reason of settlement or squatting upon any of the lands hereinbefore described before the day on which such lands shall be subject to homestead entry at the several land offices; and until said lands are opened for settlement no person shall enter upon and occupy the same, and any person violating this provision shall never be permitted to enter any of said lands or acquire any title thereto. Warning to settlers.

SEC. 5. That this Act shall take effect six months after its approval by the President of the United States. Effect.

Approved, March 3, 1905.

**CHAP. 1438.**—An Act Authorizing the construction of a dam across Rock River at Lyndon, Illinois. Mar. 3, 1905.  
Vol. 33, p.  
1004.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That permission be given to Edward A. Smith, Harvey S. Green, and John J. Hurlbert, of Morrison, Illinois, or their assigns, to erect a dam with an eight-foot head across Rock River at or near Lyndon, Whiteside County, Illinois, the south end of said dam to be located near the line between sections twenty-one and twenty-two in town twenty north of range five east of the fourth principal meridian, and the north end of said dam to intersect the bank of said river in section twenty-one in the same town, range, and meridian: *Provided*, That the plans for the construction of said dam shall be submitted to and approved by the Chief of Engineers and the Secretary of War, and until approved by them the construction of the dam shall not be commenced; and after such approval the plans shall not be changed, either before or after the completion of the structure, unless authorized by the Chief of Engineers and the Secretary of War, and the Secretary of War may at any time require and enforce at the expense of the owners of the structure such modifications and changes in said structure as he may deem advisable in the interest of navigation: *Provided further*, That the Secretary of War may at any time require the grantees under this Act to construct at their own expense in connection with said dam suitable locks, canals, sluiceways, or other structures, for the passage of boats and other water craft, the said structures to be built upon plans which he may approve; and the said grantees shall maintain and operate said locks, canals, and other structures at their own expense, and shall pass all water craft through the same without delay and without any charge. [H. R. 15440.]  
[Public, No. 171.]  
Rock River, Ill.  
Dam authorized across, at Lyndon.  
  
Proviso.  
Secretary of War to approve plans, etc.  
  
Locks, etc.

whatever as long as said dam is maintained; and if said dam and other structures shall be abandoned by the said grantees at any time, all portions thereof shall be promptly removed by the grantees at their own expense.

Payment for  
damages.

SEC. 2. That before entering upon the construction of the works herein authorized compensation shall be made to any person, firm, or corporation whose lands or other property may be taken, overflowed, or otherwise damaged by the construction, maintenance, and operations of the said works in accordance with the laws of the State where such lands or other property may be situated, and if any litigation arises from the construction, operation, or maintenance of the said works, cases may be tried in the proper courts, as now provided for that purpose in the State of Illinois and the courts of the United States.

Litigation.

Fishways.

SEC. 3. That such suitable fishways shall be constructed and maintained by the grantees under this Act at their own expense as may be required from time to time by the United States Fish Commission.

Time of con-  
struction.

SEC. 4. That this Act shall be null and void if actual construction of the dam herein authorized be not commenced within two years and completed within four years from the date hereof.

Amendment.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 3, 1905.

Mar. 3, 1905.  
Vol. 33, p.  
1006.

[H. R. 15609.]  
[Public, N o.  
173.]

**CHAP. 1440.**—An Act Providing for the acquirement of water rights in the Spokane River along the southern boundary of the Spokane Indian Reservation, in the State of Washington, for the acquirement of lands on said reservation for sites for power purposes and the beneficial use of said water, and for other purposes.

Spokane Riv-  
er, Wash.  
Use of wa-  
ters.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the right to the use of the waters of the Spokane River where the said river forms the southern boundary of the Spokane Indian Reservation may, with the consent of the Secretary of the Interior, be acquired by any citizen, association, or corporation of the United States by appropriation under and pursuant to the laws of the State of Washington.

Spokane In-  
dian Reserva-  
tion.  
Grant of  
lands of, for  
dams, etc.

SEC. 2. That the Secretary of the Interior be, and he hereby is, authorized and empowered to grant such appropriation or appropriators land on said reservation, whether the same has been allotted in severalty to any individual Indians, but which has not been conveyed to the allottee with full power of alienation, or whether the same remains unallotted, on the north bank of the said Spokane River, such as shall be necessary and requisite for overflow rights and for the erection of suitable water, electrical, or power plants, dams, wing walls, flumes, or other



needful structures required for the development of power  
or for the beneficial use of said water: \* \* \*

\* \* \* \* \*

SEC. 5. That the Secretary of the Interior shall make all needful rules and regulations not inconsistent herewith for the proper execution and carrying into effect of this Act.

Rules, etc.

Approved, March 3, 1905.

**CHAP. 1474.**—An Act Permitting the building of a dam across the Mississippi River near the village of Bemidji, Beltrami County, Minnesota.

Mar. 3, 1905.  
Vol. 33, p.  
1043.

[H. R. 19026.]  
[Public, No.  
207.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to Kirby Thomas, E. J. Swedback, and M. A. Spooner, their heirs, administrators, and assignees, to build a dam across the Mississippi River near the village of Bemidji, between the outlet of Lake Bemidji and Wolf Lake, Beltrami County, in said river, and near the village of Bemidji, Beltrami County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said Kirby Thomas, E. J. Swedback, and M. A. Spooner, their heirs, administrators, and assignees, shall not deviate from such plans after such approval, either before or after the completion of said structure, unless the modification of said plans shall have previously been admitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners,

Mississippi  
River.  
Dam across,  
near Bemidji,  
Minn., author-  
ized.

*Provisos.*  
Secretary of  
War to ap-  
prove plans,  
etc.

Modifica-  
tions.

Sluiceway.

Lock.

**Fishways, etc.** such modifications and changes in the construction of such a dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways and lights, to be approved by the Secretary of Commerce and Labor, shall be constructed and maintained at said dam by Kirby Thomas, E. J. Swedback, and M. A. Spooner, their heirs, administrators, and assignees.

**Litigation.**

**SEC. 2.** That in case any litigation arises from the building of said dam or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the State of Minnesota and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said structures from the operation of same.

**Proviso. Existing laws not affected.**

**Time of construction.**

**SEC. 3.** That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

**Amendment.**

**SEC. 4.** That the right to amend or repeal this Act is hereby expressly reserved.

Approved, March 3, 1905.

Mar. 3, 1905.  
Vol. 33, p.  
1045.

[H. R. 19118.]  
[Public, No.  
209.]

**Yellowstone River, Mont. Dams under reclamation act.**  
Vol. 32, p.  
388.

**CHAP. 1476.**—An Act To authorize the Secretary of the Interior to construct dams across the Yellowstone River in Montana in connection with irrigation works.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That where, in carrying out projects under the provisions of the national reclamation Act, it shall be necessary to construct dams in or across the Yellowstone River in the State of Montana, the Secretary of the Interior is hereby authorized to construct and use and operate the same in the manner and for the purposes contemplated by said reclamation Act.

Approved, March 3, 1905.

Mar. 3, 1905.  
Vol. 33, p.  
1117.

[H. R. 18809.]  
[Public, No.  
215.]

**Rivers and harbors appropriations.**

**CHAP. 1482.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of

Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Improving York Harbor, Maine: Completing improvement in accordance with the report submitted in House Document Numbered Three hundred and one, Fifty-eighth Congress, second session, thirteen thousand four hundred dollars.

Harbors.  
York, Me.

Improving Kennebunk River, Maine: For maintenance, three thousand five hundred dollars.

Kennebunk  
River, Me.

Improving Damariscotta River, Maine: For improving said river in accordance with the project submitted in House Document Numbered Fifty-three, Fifty-eighth Congress, second session, five thousand dollars.

Damariscotta  
River, Me.

Improving New Harbor, Maine: For improving said harbor in accordance with the project submitted in House Document Numbered One hundred and sixty-seven, Fifty-eighth Congress, second session, ten thousand five hundred dollars.

New Harbor,  
Me.

Improving Cocheco River, New Hampshire: Completing improvement, twenty-one thousand seven hundred and eleven dollars.

Cocheco Riv-  
er, N. H.

Improving Burlington Harbor, Vermont: For repairs to breakwater and for maintenance, twenty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of the repairs of said breakwater, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate fifty-one thousand eight hundred and fifty-five dollars, exclusive of the amounts herein and heretofore appropriated.

Burlington,  
Vt.

*Proviso.*  
Contracts.

Limit.

Improving Narrows of Lake Champlain, New York and Vermont: Continuing improvement and for maintenance, two thousand five hundred dollars.

Lake Cham-  
plain, N. Y.  
and Vt.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, thirty thousand dollars.

Newbury-  
port, Mass.

Improving Salem Harbor, Massachusetts, in accordance with the report submitted in House Document Numbered Three hundred and three, Fifty-eighth Congress, second session, by providing a channel from deep water to the outer end of the wharves, twelve thousand dollars.

Salem, Mass.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Sandy Bay,  
Cape Ann,  
Mass.

*Proviso.*  
Contracts.

Improving Lynn Harbor, Massachusetts: Continuing improvement, forty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary

Lynn, Mass.

*Proviso.*  
Contracts.

to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate ninety-seven thousand nine hundred and thirty-seven dollars, exclusive of the amounts herein and heretofore appropriated.

- Boston, Mass. Improving harbor at Boston, Massachusetts: Continuing improvement and for maintenance, one hundred thousand dollars.
- Provincetown, Mass. Improving harbor at Provincetown, Massachusetts: Continuing improvement, five thousand dollars.
- Hyannis and Nantucket, Mass. Improving harbors at Hyannis and Nantucket, Massachusetts: Continuing improvement and for maintenance, eighty thousand dollars.
- New Bedford, Mass. Improving harbor at New Bedford, Massachusetts, in accordance with the report submitted in House Document Numbered One hundred and sixty-nine, Fifty-sixth Congress, first session: Completing improvement, eleven thousand dollars.
- Woods Hole, Mass. Improving Woods Hole channel, Massachusetts: Continuing improvement, seventy thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Woods Hole, Mass. Improving Little Harbor, Woods Hole, Massachusetts, in accordance with the report submitted in House Document Numbered One hundred and sixty-two, Fifty-eighth Congress, second session: Completing improvement, eighteen thousand dollars.
- Buzzards Bay, Mass. Improving Buzzards Bay, Massachusetts: By removing Weepecket rock in accordance with the report submitted in House Document Numbered One hundred and sixty-four, Fifty-eighth Congress, second session, two thousand five hundred dollars.
- Merrimac River, Mass. Improving Merrimac River, Massachusetts: Continuing improvement, forty thousand dollars; and the Secretary of War shall cause an examination to be made with a view to providing a channel twelve feet deep between the mouth of the river and the falls above the city of Haverhill, also including in such examination rocks and other obstructions at the mouth of said river.
- Mystic and Malden rivers, Mass. Improving Mystic and Malden rivers, Massachusetts, and Mystic River below the mouth of Island End River: Continuing improvement and for maintenance, fifty thousand dollars.
- Town River, Mass. Improving Town River, Massachusetts: Completing improvement, nine thousand eight hundred and twenty-seven dollars and forty-one cents.
- Weymouth Fore River, Mass. Improving Weymouth Fore River, Massachusetts, in accordance with the report submitted in House Document

Numbered Thirty-six, Fifty-eighth Congress, second session: Completing improvement, fifty-seven thousand five hundred dollars: *Provided*, That no part of this sum shall be expended until the Secretary of War shall have received satisfactory assurance that the improvement of that portion of the Weymouth River which lies above the improvement herein mentioned, and of the Town River, except so much as is herein provided for, shall hereafter be maintained by the State of Massachusetts, or other agency, without expense to the Government of the United States.

*Proviso.*  
Restriction.

Improving Taunton River, Massachusetts: For maintenance, five thousand dollars.

Taunton  
River, Mass.

Improving Point Judith harbor of refuge, Rhode Island, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the amounts herein appropriated and authorized, with any existing balances on hand to the credit of such improvement, shall be applied in extending the easterly or shore arm of the breakwater and continuing it to the shore, with a view of providing a shelter for a landing place for the passengers, crews, and cargoes of vessels in distress, and other vessels, and for the lifeboats of the Point Judith life-saving service.

Point Judith,  
R. I.  
*Provisos.*  
Contracts.

Breakwater,  
etc.

Improving harbor of refuge at Block Island, Rhode Island: Completing improvement, fifty thousand dollars.

Block Island,  
R. I.

Improving harbor at Great Salt Pond, Block Island, Rhode Island: Continuing improvement and for maintenance, thirty thousand dollars, which amount the Secretary of War may, in his discretion, expend for extending the south jetty and dredging.

Great Salt  
Pond, Block Is-  
land, R. I.

Improving the entrance to Point Judith Pond, Rhode Island, in accordance with the report submitted in House Document Numbered Sixty, Fifty-eighth Congress, second session, two thousand dollars, which, together with the unexpended balances of previous appropriations, shall be applied to the extension of the jetties or in dredging, as the Secretary of War may deem most beneficial.

Point Judith  
Pond, R. I.

Improving Providence River and Harbor, Narragansett Bay, and Green Jacket Shoal, Rhode Island, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and seven thousand seven hundred and seventy-eight dollars, exclusive of the amounts herein and heretofore appropriated.

Providence  
River and Har-  
bor, Narragan-  
sett Bay, and  
Green Jacket  
shoal, R. I.  
*Proviso.*  
Contracts.

Pawcatuck River and Little Narragansett Bay, R. I. and Conn.  
Pawtucket River, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut, and Little Narragansett Bay, by the removal of obstructions near Watch Hill, one thousand dollars.

Improving Pawtucket River, Rhode Island, in accordance with the plan contained in House Document Numbered One hundred and thirteen, Fifty-sixth Congress, first session, thirty thousand dollars.

New London, Conn.

Improving harbor at New London, Connecticut: For maintenance, two thousand dollars.

Duck Island, Conn.

Improving Duck Island harbor of refuge, Connecticut: For maintenance, six thousand dollars.

Branford, Conn.

Improving harbor at Branford, Connecticut: Continuing improvement and for maintenance, three thousand dollars.

New Haven, Conn.

Improving harbor at New Haven, Connecticut: For maintenance, nine thousand dollars.

Milford, Conn.

Improving harbor at Milford, Connecticut: Continuing improvement, ten thousand dollars.

Bridgeport, Conn.

Improving harbor at Bridgeport, Connecticut: For maintenance, ten thousand dollars.

Harbors from Housatonic River to New York State line.

Improving harbors at Norwalk, Five-mile River, Stamford, Southport, and Greenwich, Connecticut: Continuing improvement and for maintenance, forty-four thousand dollars.

Thames River, Conn.

Improving Thames River, Connecticut: Completing improvement, thirty-four thousand one hundred dollars.

Connecticut River, Conn.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement and for maintenance, forty thousand dollars.

Housatonic River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement and for maintenance, ten thousand dollars.

New Haven, Conn.  
Channel.

Improving channel from New Haven Harbor, via Oyster Point and Kimberly Avenue Bridge, in West River, Connecticut, in accordance with the report submitted in House Document Numbered Seventy-three, Fifty-eighth Congress, second session: Completing improvement, thirty-eight thousand five hundred dollars.

Port Chester, N. Y.

Improving harbor at Port Chester, New York: For maintenance, three thousand dollars.

Mamaroneck, N. Y.

Improving harbor at Mamaroneck, New York: For maintenance, two thousand dollars.

Larchmont, N. Y.

Improving harbor at Larchmont, New York: Continuing improvement, five thousand dollars.

Echo Bay, N. Y.  
Removal of Long rock.

Improving harbor at Echo Bay, New York: The Secretary of War is hereby authorized to cause an examination to be made of Long rock, near the entrance to Echo Bay, and if the interests of commerce demand, he may, in his discretion, cause the removal of such rock, and any amount heretofore appropriated for Echo Bay improvement, and now unexpended, may be used for such removal.

Harbors, north shore Long Island, N. Y.

Improving harbors at Port Jefferson, Mattituck, Huntington, Glencove, Flushing Bay, Canarsie Bay, and Sag

Harbor, New York: Continuing improvement and for maintenance, sixty-two thousand five hundred dollars.

Improving Great South Bay, New York: For maintenance, two thousand dollars. Great South Bay, N. Y.

Improving harbor at Saugerties, New York: Continuing improvement and for maintenance, five thousand dollars, and the Chief of Engineers may, upon application, permit the extension of the channel from the point at which the present project terminates up to a point six hundred feet below the dam in Esopus Creek: *Provided*, That the plan of improvement shall be first submitted to the said Chief of Engineers and approved by him, and no part of this appropriation shall be expended therefor. Saugerties, N. Y.  
Proviso.  
Plan.

Improving harbors at Rondout and Peekskill, New York: Continuing improvement and for maintenance, seventeen thousand five hundred dollars, of which amount fifteen thousand dollars shall be expended upon the harbor at Rondout. Rondout and Peekskill, N. Y.

Improving New York Harbor: For maintenance, seventy-five thousand dollars. New York Harbor.

Removal of obstruction in North River, New York: The Secretary of War may cause to be removed the rock or obstruction in North River, New York Harbor, near pier numbered one [<sup>a</sup>], to a depth of forty feet at mean low tide; and for such removal he is hereby authorized to divert a sum not exceeding twenty thousand dollars from the amounts heretofore appropriated or authorized for the improvement of Ambrose channel in said harbor, in addition to the amounts heretofore diverted or appropriated for such removal. North River, N. Y.

Improving harbor at Buffalo, New York: For maintenance, one hundred and fifty thousand dollars. Buffalo, N. Y.

Improving Black Rock Harbor and channel, New York: For improvement in accordance with the report contained in House Document Numbered Four hundred and twenty-eight, Fifty-eighth Congress, second session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred thousand dollars, in addition to the sum herein appropriated: *Provided further*, That no portion of the amount herein provided shall be expended until the Secretary of War shall have satisfactory assurance of the construction of the barge canal projected by the State of New York: *And provided further*, That the Secretary of War shall report as to whether any portion of the expense of the improvement proposed by said House document ought in equity to be borne by the abutting owners of the property along which such improvements are to be made, in consideration of any special bene- Black Rock Harbor, N. Y. -  
Provisos.  
Contracts.  
Barge canal.  
Report.

<sup>a</sup> Known also as Pier A.

fits derived by such property owners through such improvements.

- Charlotte, N. Y. Improving harbor at Charlotte, New York: Continuing improvement and for maintenance, eighty thousand dollars.
- Little Sodus Bay, N. Y. Improving harbor at Little Sodus Bay, New York: Continuing improvement and for maintenance, thirty thousand dollars.
- Oswego, N. Y. Improving harbor at Oswego, New York: Continuing improvement and for maintenance, in accordance with plan "b," page six, of House Document Numbered Fifty-five, Fifty-eighth Congress, second session, one hundred thousand dollars.
- Cape Vincent, N. Y. Improving harbor at Cape Vincent, New York: Continuing improvement, thirty thousand dollars.
- Ogdensburg, N. Y. Improving harbor at Ogdensburg, New York: For maintenance, fifteen thousand dollars.
- Arthur Kill, N. Y. Improving Arthur Kill, and the waters connecting Raritan Bay with New York Harbor, New York, and New Jersey: For maintenance, ten thousand dollars.
- (Staten Island-New Jersey channel.)
- Bronx River and East Chester Creek, N. Y. Improving Bronx River and East Chester Creek, New York: Continuing improvement and for maintenance, twenty-four thousand five hundred dollars.
- East River and Hell Gate, N. Y. Improving East River and Hell Gate, New York: Continuing improvement, two hundred thousand dollars.
- Harlem River, N. Y. Improving Harlem River, New York: Continuing improvement, seventy-five thousand dollars.
- Newtown Creek, N. Y. Improving Newtown Creek, New York: For maintenance, five thousand dollars.
- Brown's Creek, N. Y. Improving Browns Creek, New York: Continuing improvement and for maintenance, three thousand dollars.
- Hudson River, N. Y. Improving Hudson River, New York: Continuing improvement and for maintenance, two hundred and thirteen thousand three hundred dollars: *Provided*, That of the sum herein appropriated eighty-five thousand dollars, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be expended for the removal of Stonehouse bar, opposite New Baltimore, and not exceeding ten thousand dollars in providing a channel for access to the harbor at Tarrytown, New York, in accordance with the report submitted in House Document Numbered Two hundred and eighty-three, Fifty-sixth Congress, first session.
- Proviso.*  
Stonehouse bar.
- Stone pier at Piermont. The Secretary of War is authorized and directed to cause an examination to be made of the existing stone pier at Piermont, with a view to determining whether the same should be removed in the interest of navigation.
- Wappinger Creek, N. Y. Improving Wappinger Creek, New York: Continuing improvement and for maintenance, three thousand dollars.
- Raritan Bay, N. J. Improving Raritan Bay, New Jersey: For maintenance, fifty thousand dollars.
- Passaic River, N. J. Improving Passaic River, New Jersey: Completing improvement and for maintenance, forty thousand dollars.



Improving Woodbridge Creek, New Jersey: Continuing improvement and for maintenance, six thousand dollars. Woodbridge Creek, N. J.

Improving Keyport Harbor, Mattawan Creek, Raritan, South, and Elizabeth rivers, Shoal Harbor and Compton Creek, and Cheesequake Creek, New Jersey: Continuing improvement and for maintenance, fifty thousand dollars. Keyport Harbor, Mattawan Creek, Raritan, etc., N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement and for maintenance, twenty thousand dollars. Shrewsbury River, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement and for maintenance, three thousand dollars. Alloway Creek, N. J.

Improving Tuckerton Creek, New Jersey: Continuing improvement and for maintenance, twelve thousand dollars; and the Secretary of War may, in his discretion, direct that the plan heretofore adopted for this improvement may be modified: *Provided*, That the cost of completion shall not exceed the estimate heretofore made for the completion of such improvement. Tuckerton Creek, N. J.  
  
*Proviso.*  
Limit of cost.

Improving Raccoon Creek, New Jersey: Continuing improvement, fifteen thousand dollars. Raccoon Creek, N. J.

Improving harbor at Erie, Pennsylvania: Continuing improvement and for maintenance, one hundred and twenty-five thousand dollars. Erie, Pa.

Improving harbor at Pittsburg, Pennsylvania: For maintenance, ten thousand dollars. Pittsburg, Pa.

Improving Monongahela River, Pennsylvania, by the acquisition of necessary land and construction of necessary improvements at locks and dams numbered five and six, seven thousand eight hundred and fifty dollars. Monongahela River, Pa.

Improving locks and dams at Herr Island, head of Six-Mile Island, and at Springdale, Allegheny River, Pennsylvania: A contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighty-one thousand two hundred and twenty-six dollars and sixty-three cents, exclusive of the amounts heretofore appropriated. Allegheny River, Pa.  
Locks and dams.  
Contracts.

Improving Delaware River, Pennsylvania, New Jersey, and Delaware: Continuing improvement, five hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars, exclusive of the amounts herein and heretofore appropriated. Delaware River, Pa., N. J., and Del.  
  
*Proviso.*  
Contracts.

Improving Monongahela River, Lock and Dam Numbered Three, Pennsylvania, in accordance with the report submitted in House Document Numbered Two hundred Monongahela River, Pa.  
Lock and Dam No. 3.

<i>Proviso.</i> Contracts.	and nine, Fifty-eighth Congress, second session, two hundred thousand dollars: <i>Provided</i> , That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and eighty-nine thousand one hundred and ninety-six dollars, exclusive of the amounts herein and heretofore appropriated.
Wilmington, Del.	Improving harbor at Wilmington, Delaware: Continuing improvement and for maintenance, up to Third Street Bridge, twenty-five thousand dollars, in addition to the amounts heretofore appropriated, which are hereby made available and the restrictions upon the expenditure of which are hereby removed.
Appoquin- mink, Murder- kill, and Mis- pillion rivers, Del.	Improving Appoquinnimink, Murderkill, and Mispillion rivers, Delaware: Continuing improvement and for maintenance, twenty thousand dollars.
Smyrna Riv- er, Del.	Improving Smyrna River, Delaware: Completing improvement and for maintenance, in accordance with the plan submitted in House Document Numbered Ninety, Fifty-sixth Congress, second session, five thousand three hundred and sixty-five dollars; and the Secretary of War may, in his discretion, modify the plan of improvement recommended in said House document, by the substitution of a cut-off from the mouth of Mill Creek to the bend above Brick Store Landing in lieu of the lower cut-off: <i>Provided</i> , That such modification shall not increase the total cost estimated for the completion of such improvement: <i>Provided further</i> , That no part of said amount shall be expended until a satisfactory title to the land required for crosscuts and other portions of this improvement shall be obtained without expense to the United States.
<i>Provisos.</i> Limit to cost.	
Title.	
Chesapeake Bay, Md. E a s t e r n shore.	Improving harbors at Rockhall, Queenstown, Claiborne, and Cambridge; and Chester, Choptank, Warwick, Pocomoke, La Trappe, and Manokin rivers, and Tyaskin (Wetipquin) Creek, Maryland, east shore: Continuing improvement and for maintenance, forty-four thousand dollars.
Breton Bay, Md.	Improving Breton Bay, Maryland: Continuing improvement, six thousand dollars.
P a t a p s c o River, Md. Channel to Baltimore.	Improving Patapsco River and channel to Baltimore, Maryland: Continuing improvement in accordance with the revised estimates submitted in House Document Numbered One hundred and eighty-six, Fifty-seventh Congress, second session, and for maintenance, two hundred and fifty thousand dollars: <i>Provided</i> , That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars, exclusive of the amounts
<i>Provisos.</i> Contracts.	

herein and heretofore appropriated: *Provided further*, That the Secretary of War may, in his discretion, expend said amount in obtaining an increased uniform depth from the city of Baltimore to deep water beyond York Spit. Increased uniform depth to beyond York Spit, Chesapeake Bay.

Improving Elk River, Maryland: For maintenance, two thousand dollars. Elk River, Md.

Improving Susquehanna River, above and below Havre de Grace, Maryland: Continuing improvement, ten thousand dollars. Susquehanna River above Havre de Grace, Md.

Improving Nanticoke River, Delaware and Maryland: Continuing improvement and for maintenance, two thousand dollars. Nanticoke River, Del. and Md.

Improving Wicomico River<sup>a</sup>, Maryland: Continuing improvement and for maintenance, five thousand dollars. Wicomico River, Md.

Improving Potomac River at Washington, District of Columbia, by maintenance of existing channels, for the purpose of navigation, fifty thousand dollars. Potomac River, Washington, D. C.

Improving Potomac River below Washington, District of Columbia: For maintenance, ten thousand dollars. Potomac River below Washington, D. C.

Improving Norfolk Harbor and its approaches, Virginia: Continuing improvement and for maintenance, forty thousand dollars, of which amount twenty thousand dollars, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be expended for the removal of Pinners Point. Norfolk, Va.

Improving harbor at Cape Charles City, Virginia: Continuing improvement and for maintenance, twenty-five thousand dollars. Cape Charles City, Va.

Improving York, Occoquan, Mattaponi, and Pamunkey rivers, and Carters Creek, Virginia: Continuing improvement and for maintenance, twenty-eight thousand dollars. York, Occoquan, Mattaponi, etc., rivers, Va.

Improving Nomini Creek, Virginia: Continuing improvement, four thousand dollars. Nomini Creek, Va.

Improving Rappahannock River, Virginia: Continuing improvement and for maintenance, forty thousand dollars; and the Secretary of War may cause a survey of said river to be made at and below Fredericksburg with a view to determining whether any change should be made in the existing plans for improvement. In case any modification shall be deemed advisable the amount herein appropriated may be expended upon the project as modified: *Provided*, That the total cost shall not exceed the amount estimated for the completion of the existing project. Rappahannock River, Va.

Improving Urbana Creek, Virginia: Continuing improvement, ten thousand dollars.

Improving James River, Virginia: Continuing improvement, two hundred thousand dollars, of which fifty thousand dollars shall be expended in the construction of James River, Va.

<sup>a</sup> On the eastern shore.

a turning basin in accordance with the project submitted in House Document Numbered Two hundred and thirty-four, Fifty-sixth Congress, first session, the cost to complete the same not to exceed one hundred and fifty thousand dollars.

**Appomattox River, Va.** Improving Appomattox River, Virginia: For maintenance, ten thousand dollars.

**Pagan River, Va.** Improving Pagan River, Virginia: The Secretary of War may, in his discretion, expend the balance remaining to the credit of said improvement, with a view to securing a channel width of not less than forty feet and such depth as may be obtained without exceeding said balance.

**Little Kanawha River, W. Va.** Improving Little Kanawha River, West Virginia: For maintenance, one thousand dollars.

Improving Little Kanawha River, West Virginia, in accordance with the report submitted in House Document Numbered Three hundred and nine, Fifty-eighth Congress, second session, one hundred and sixty-three thousand dollars: *Provided*, That no part of said amount shall be expended unless the franchises and improvements in said river belonging to the Little Kanawha Navigation Company can be purchased, and a complete and satisfactory title vested in the United States, at a cost not exceeding seventy-five thousand dollars, to be paid from the amount herein appropriated.

*Proviso.*  
**Little Kanawha Navigation Company.**

**Beaufort, N. C.** Improving harbor at Beaufort, North Carolina: For maintenance, two thousand dollars.

**Beaufort Inlet, N. C.** Improving Beaufort Inlet, North Carolina, in accordance with the report submitted in House Document Numbered Five hundred and sixty-three, Fifty-eighth Congress, second session, with a view to securing a channel twenty feet deep, forty-five thousand dollars.

**Norfolk, Va., to sounds of North Carolina, etc.** Improving inland waterway from Norfolk Harbor, Virginia, to the sounds of North Carolina<sup>a</sup>: For maintenance, three thousand dollars.

Improving inland water route from Norfolk, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement and for maintenance, twenty-two thousand dollars.

**Roanoke River, N. C.** Improving Roanoke River, North Carolina: Continuing improvement, ten thousand dollars.

**Perquimans River, N. C.** Improving Perquimans River, North Carolina, at and near Hertford, in accordance with the report submitted in House Document Numbered Three hundred and two, Fifty-eighth Congress, second session: Completing improvement, eleven thousand two hundred and fifty dollars.

**Scuppernong River, N. C.** Improving Scuppernong River, North Carolina: Completing improvement and for maintenance, five thousand dollars.

**Pamlico and Tar rivers, N. C.** Improving Pamlico and Tar rivers, North Carolina: Completing improvement and for maintenance, eight thousand dollars.

<sup>a</sup> Via Pasquotank River.

Improving Contentnia Creek, North Carolina: For maintenance, one thousand dollars. Contentnia Creek, N. C.

Improving Neuse and Trent rivers, North Carolina: Continuing improvement and for maintenance, forty thousand dollars. Neuse and Trent rivers, N. C.

Improving Fishing Creek, North Carolina: Continuing improvement, five hundred dollars. Fishing Creek, N. C.

Improving New River, North Carolina: The Secretary of War may, in his discretion, expend the balance of funds now available to the credit of this improvement, or so much thereof as may be necessary, in rebuilding the dike heretofore constructed in connection therewith. New River, N. C.

Improving Northeast and Black rivers and Cape Fear River above Wilmington, North Carolina: For maintenance, nine thousand dollars. Northeast and Black rivers, and Cape Fear River, N. C.

Improving Cape Fear River at and below Wilmington, North Carolina: Continuing improvement and for maintenance, one hundred and fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the Secretary of War may cause an examination to be made of said improvement, with a view to determining whether any modifications therein are desirable. Cape Fear River, N. C. Provisos. Contracts. Modifications.

Improving Winyah Bay, South Carolina: For maintenance, ten thousand dollars. Winyah Bay, S. C.

Improving harbor at Charleston, South Carolina: Continuing improvement and for maintenance, twenty-five thousand dollars: *Provided*, That the Secretary of War may, in his discretion, cause the dredges employed in this work to be utilized, at such times as they are not employed in dredging on the outer bar, for dredging in the channels between said outer bar and the city of Charleston. Charleston, S. C. Proviso. Dredges.

Improving Waccamaw River, North Carolina and South Carolina, and Little Pedee River, South Carolina: Continuing improvement and for maintenance, fifteen thousand dollars. Waccamaw River, N. C., and Little Pedee River, S. C.

Improving Great Pedee River, South Carolina: For maintenance, five thousand dollars. Great Pedee River, S. C.

Improving Santee, Wateree, and Congaree rivers, and the Estherville-Minim Creek Canal, South Carolina: Continuing improvement and for maintenance, fifty thousand dollars, and the Secretary of War may expend upon such improvement the unexpended balance of the appropriation heretofore made for a lock and dam in the Congaree River provided for by the Act of March third, eighteen hundred and ninety-nine. Santee, Wateree, Congaree rivers, etc., S. C. Vol. 30, p. 1137. Ante, p. 867.

Water route  
from Charleston  
to Beaufort,  
S. C.

Improving the inland waterway between Charleston and Beaufort, including Wappo Cut, South Carolina: Continuing improvement and for maintenance, twenty thousand dollars.

Savannah,  
Ga.

*Proviso.*  
Contracts.

Improving harbor at Savannah, Georgia: Continuing improvement and for maintenance, seventy-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and ten thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Brunswick,  
Ga.

*Provisos.*  
Academy  
Creek.

Improving harbor at Brunswick, Georgia: Continuing improvement and for maintenance, forty thousand dollars: *Provided*, That of the amount herein appropriated five thousand dollars, or so much thereof as may be necessary, may be used for maintaining in Academy Creek, immediately in front of and adjacent to the wharves thereof, to the old Altamaha Canal, a depth equal to the controlling depth on the shoals at the lower end of the city in East River: *Provided further*, That no money shall be expended inside harbor lines heretofore or hereafter established in said Academy Creek, and the Secretary of War is authorized and directed to cause a survey to be made of Brunswick Harbor with a view to securing a depth on the outer bar equal to the controlling depth in the inner harbor, and maintaining the depths over said bar and in said harbor.

Cumberland  
Sound, Ga. and  
Fla.

Improving Cumberland Sound, Georgia and Florida: For maintenance, thirty thousand dollars.

Savannah  
River above  
Augusta, Ga.

Improving Savannah River, Georgia: Continuing improvement and for maintenance, fifteen thousand dollars, of which amount two thousand dollars may, in the discretion of the Secretary of War, be expended on said river above Augusta, Georgia.

Altamaha  
River, Ga.

Improving Altamaha River, Georgia: Continuing improvement and for maintenance, ten thousand dollars.

Oconee Riv-  
er, Ga.

Improving Oconee River, Georgia: Continuing improvement and for maintenance, fifteen thousand dollars, three thousand dollars of which may be used to clean out said river from Georgia Railroad bridge to the northern boundary of Green County, Georgia.

Ocmulgee  
River, Ga.

Improving Ocmulgee River, Georgia: Continuing improvement and for maintenance, fifteen thousand dollars, of which amount five thousand dollars may be used for maintenance and repairs of works at and near Macon.

Water route,  
Savannah, Ga.,  
to Fernandina,  
Fla.

Improving inside water route from Savannah, Georgia, to Fernandina, Florida: Completing improvement and for maintenance, forty-one thousand dollars.

Skidaway  
Narrows, Ga.

Improving Skidaway Narrows, Georgia, in accordance with the report submitted in House Document Numbered Four hundred and fifty, Fifty-eighth Congress, second session, and for maintenance, twenty thousand dollars.

Improving Flint River, Georgia: Continuing improvement and for maintenance, twenty thousand dollars. Flint River, Ga.

Improving Chattahoochee River, Georgia and Alabama, below Columbus, Georgia: Continuing improvement and for maintenance, seventy-five thousand dollars. Chattahoochee River, Ga. and Ala.

Improving Coosa River, Georgia and Alabama, between Rome, Georgia, and Lock Numbered Four, Alabama: For maintenance, twenty-five thousand dollars. Coosa River, Ga. and Ala.

Improving harbor at Key West, Florida, and the entrance thereto: Continuing improvement and for maintenance, fifty thousand dollars. Key West, Fla.

Improving Sarasota Bay, Florida: Continuing improvement and for maintenance, five thousand dollars. Sarasota Bay, Fla.

Improving Hillsboro Bay, Florida, in accordance with the report submitted in House Document Numbered Three hundred and six, Fifty-eighth Congress, second session, with a view to obtaining a depth of twenty feet from the lower bay to the mouth of Hillsboro River, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said portion of the project recommended in said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and forty-eight thousand three hundred and fifty dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That such improvement shall not include that portion of the said project located in Hillsboro River. Hillsboro Bay, Fla.

*Provisos.*  
Contracts.

Restriction.

Improving Tampa Bay, Florida: The Secretary of War may expend the balance remaining to the credit of said improvement with a view to securing a channel depth of twenty-six feet, with sufficient width: *Provided*, That no part of said balance on hand shall be expended unless the dock company or companies owning docks, wharves, or terminals at Tampa Bay shall, by valid contract, agree that the wharfage charges at such terminals shall be submitted to the Secretary of War and be subject to his approval. Tampa Bay, Fla.

*Proviso.*  
Wharfage charges.

Improving East Pass and Carrabelle bar and harbor, Florida: Continuing improvement, fifteen thousand dollars. Carrabelle bar, East Pass, Fla.

Improving Apalachicola Bay, Florida: Continuing improvement and for maintenance, forty thousand dollars, which amount, or so much thereof as may be necessary, shall be expended with a view to completing the channel over the outer bar and in Link channel. Apalachicola Bay, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement and for maintenance, one hundred thousand dollars. Pensacola, Fla.

Improving Blackwater and Upper East bays, and Blackwater River, Florida, from Milton to the mouth, in accordance with the report submitted in House Docu- Blackwater and upper East bays, and Blackwater River, Fla.

- ment Numbered One hundred and ninety-three, Fifty-eighth Congress, second session, ten thousand dollars.
- St. Johns River, Fla. Improving Saint Johns River, Florida: Continuing improvement and for maintenance, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and nine thousand seven hundred and fifty dollars, exclusive of the amounts herein and heretofore appropriated.
- Orange Mills flats, Fla. Improving Saint Johns River, Florida, at Orange Mills Flats: Continuing improvement, twenty-five thousand dollars.
- Volusia bar, Fla. Improving Volusia bar, Florida: For maintenance, two thousand dollars.
- Oklawaha River, Fla. Improving Oklawaha River, Florida: Continuing improvement and for maintenance, two thousand dollars.
- Indian River, Fla. Improving Indian River, between Goat Creek and Jupiter Inlet, Florida: Continuing improvement and for maintenance, twenty thousand dollars, and the Secretary of War shall cause a survey to be made of Sebastian Inlet.
- Kissimmee River, Fla. Improving Kissimmee River<sup>a</sup>, Florida: Continuing improvement and for maintenance, seven thousand dollars.
- Orange River, Charlotte Harbor, Caloosahatchee River, Fla. Improving Orange River, Charlotte Harbor, and Caloosahatchee River, Florida: For maintenance, three thousand dollars.
- Crystal, Anclote, Suwanee, and Withlacoochee rivers, Fla. Improving Crystal, Anclote, Suwanee, and Withlacoochee rivers, Florida: Continuing improvement and for maintenance, forty thousand dollars, of which amount the sum of fifteen thousand dollars each may be expended on the Crystal and Withlacoochee, and five thousand dollars each on the Anclote and Suwanee rivers.
- Manatee River, Fla. Improving Manatee River, Florida, in accordance with the report submitted in House Document Numbered One hundred and seventeen, Fifty-eighth Congress, second session, ten thousand dollars.
- Florida. Removal of water hyacinth. For the removal of the water hyacinth from the navigable waters of the State of Florida so far as it is or may become an obstruction to navigation, twenty-five thousand dollars: *Provided*, That no chemical process injurious to cattle which may feed upon the water hyacinth shall be used.
- Provido.* Injurious chemical process.
- Apalachicola River, etc., Fla. Improving Apalachicola River, Florida, including the Cut-Off, and the lower Chipola River, also the upper Chipola River from Marianna to its mouth: Continuing

<sup>a</sup> The adopted project provides for the improvement also of Istokpoga Creek, which empties into Kissimmee River about 10½ miles north of Fort Bassinger.



improvement and for maintenance, twelve thousand dollars.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement and for maintenance, ten thousand dollars, of which amount six thousand dollars shall be expended between Newton and Geneva, Alabama, and four thousand dollars for dredging the channel at Cypress Top outlet of said river. Choctawhatchee River, Fla.

Improving Holmes River, Florida, from Vernon to its mouth: Continuing improvement and for maintenance, two thousand dollars. Holmes River, Fla.

Improving Escambia and Conecuh rivers, Florida and Alabama: For maintenance, ten thousand dollars. Escambia and Conecuh rivers, Fla. and Ala.

Improving harbor at Mobile, Alabama: Continuing improvement and for maintenance, two hundred thousand dollars: *Provided*, That not more than ten thousand dollars of such amount may, in the discretion of the Secretary of War, be used in the removal of dead heads, sunken logs, and other obstructions arising from the freshets on the rivers entering into Mobile Bay: *Provided further*, That the Secretary of War may cause a survey and estimate to be made of the cost of dredging and deepening the said channel to a depth of twenty-seven feet, the said channel to have a clear bottom width throughout of one hundred feet, with appropriate side slopes. Mobile, Ala.

Improving Mobile Bar, Alabama, with a view to deepening and widening the channel near Fort Morgan, fifty thousand dollars. Dredging, etc., channel.

That Louis M. Tisdale, his heirs or assigns, be, and is hereby, granted the right of way through the waters of the United States, to enable him, his heirs or assigns, to construct and operate a ship canal or channel from a point on Mon Louis Island, Mobile County, State of Alabama, through Mobile Bay to the deep-water basin in Mobile Bay between Fort Morgan and Fort Gaines, Alabama, with power and authority to construct and maintain all necessary harbors, locks, dams, channel dikes, levees, and piers without expense to the United States: *Provided*, That the Secretary of War shall first approve the plans for such canal or channel, and that the same shall in no manner interfere with or affect the usual and ordinary navigation of said waters; and that Mobile Bay or the channel between the same and Mississippi Sound shall in no way be thereby closed to navigation: *Provided*, That, in the transportation of military or naval stores, troops, or munitions of war of the United States, no toll shall be charged; and that the tolls or tonnage charges by said Louis M. Tisdale, his heirs or assigns, shall be fixed, from time to time, by the Secretary of War: *Provided*, That vessels of five tons burden and less shall be exempt from tolls for the use of said canal when Mobile bar, Ala.

Louis M. Tisdale.  
Granted right of way for ship canal.  
Mon Louis Island to deep-water basin, Mobile Bay, Ala.

Provisos.  
Secretary of War to approve plans, etc.

Toll.

Exemption.

they do not pass through the lock; and that no tolls shall be charged on any boats or vessels navigating any of the waters in the said canal or channel which could have been navigated by such vessels had not such canal been built:

Time of construction.

*Provided further*, That this franchise shall not be effective unless said Louis M. Tisdale, his heirs or assigns, shall in good faith commence such construction within two years from the passage of this Act, and shall complete the same within five years. Congress reserves the right to alter, amend or repeal any of the provisions of this Act in so far as it relates to this franchise.

Amendment.

Alabama River, Ala.

Improving Alabama River, Alabama: Continuing improvement and for maintenance, one hundred thousand dollars; which amount the Secretary of War is authorized and directed to expend, with a view to obtaining, as nearly as possible, a continuous channel of a depth not less than four feet by open-channel work.

Black Warrior, Warrior, and Tombigbee rivers, Ala.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama, by the construction of locks and dams numbered one and two in the Tombigbee River, and the completion of lock and dam numbered one, in the Tombigbee River near Demopolis, and those numbered two and three in the Warrior River next above, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the construction of said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and eighty-one thousand four hundred and sixty-six dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the Secretary of War may expend a portion of the amount herein appropriated or authorized of not more than forty thousand dollars for the construction of a dredge and of not more than thirty thousand dollars for the construction of lock houses necessary for the operation of locks and dams in said rivers.

Provisos. Contracts.

Maximum expenditure for dredge, etc.

Tombigbee River from mouth to Demopolis, Ala.  
From Demopolis, Ala., to Columbus, Miss.

Improving Tombigbee River, Alabama, from the mouth to Demopolis: For maintenance, fifteen thousand dollars.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: For maintenance, twelve thousand dollars; of which amount the Secretary of War may, in his discretion, expend a sum not exceeding two thousand dollars for improving said river between Columbus and Walkers Bridge, Mississippi.

Biloxi, Miss.

Improving harbor at Biloxi, Mississippi: For maintenance, nine thousand dollars.

Horn Island Pass, Miss. Channel.

Improving Horn Island Pass, Mississippi, with a view to obtaining a channel twenty-one feet in depth and three hundred feet in width across the outer bar, two hundred feet wide elsewhere, in accordance with the report submitted in House Document Numbered Five hundred and

six, Fifty-eighth Congress, second session, forty thousand four hundred and eighty dollars: *Provided*, That a contract or contracts can be made at a sum not to exceed the unit price of eleven cents per cubic yard, or such work can be performed by Government dredge.

*Proviso.*  
Contracts. .

Improving Pascagoula River,<sup>[a]</sup> Mississippi: Continuing improvement and for maintenance, one hundred and fifty thousand dollars.

Pascagoula  
River, Miss.

Improving Pascagoula<sup>[b]</sup> and Leaf rivers, Mississippi: For maintenance, twelve thousand dollars: *Provided*, That two thousand dollars of said amount may be expended on the Chickasahay River between the mouth and Bucatunna.

Pascagoula  
and Leaf riv-  
ers, Miss.  
*Proviso.*  
Chickasahay  
River.

Improving Pearl River, Mississippi, below Rockport: Continuing improvement and for maintenance, seven thousand dollars.

Pearl River,  
Miss., below  
Rockport.

Improving Pearl River, Mississippi, between Edinburg and Jackson: For maintenance, four thousand dollars.

Between Ed-  
inburg and  
Jackson, Miss.

Improving Homochitto River, Mississippi: For maintenance, two thousand dollars.

Homochitto  
River, Miss.

Improving Yazoo, Tallahatchie, Coldwater, and Big Sunflower rivers, and Tchula Lake, Mississippi: Continuing improvement and for maintenance, one hundred and five thousand dollars.

Yazoo, e t c.,  
rivers, Miss.

Improving the mouth and passes of Calcasieu River, Louisiana: Continuing improvement and for maintenance, one hundred thousand dollars.

Calcasieu  
River, La.

Improving Bayou Plaquemine, Grand River, and Pigeon Bayous, Louisiana: For maintenance, thirty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the improvement in Bayou Plaquemine, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts heretofore appropriated.

Bayou Pla-  
quemine, e t c.,  
La.  
*Proviso.*  
Contracts.

Improving Bayou Teche, Louisiana: For maintenance, seven thousand five hundred dollars, and the Secretary of War shall cause a resurvey to be made of the project submitted in House Document Numbered Sixty-nine, Fifty-fifth Congress, first session.

Bayou Teche,  
La.

Improving Chefuncte River, Bogue Falia, Tickfaw River and tributaries, also Amite River and Bayou Manchac, Louisiana: For maintenance, six thousand five hundred dollars.

Chefuncte  
River, e t c., La.

Improving the channel, bay, and passes of Bayou Vermilion, and Mermentau River and tributaries, Louisiana: For maintenance, three thousand dollars.

Bayou Ver-  
milion, e t c.,  
La.

<sup>a</sup> From a point on Dog River 3 miles above its mouth to Mississippi Sound.

<sup>b</sup> Above mouth of Dog River.

Texas and Louisiana.  
Removal of water hyacinth. For the removal of the water hyacinth from the navigable waters in the States of Texas and Louisiana, so far as it is or may become an obstruction to navigation, forty thousand dollars.

Red River, La., Ark., Tex., and Ind. T. Improving Red River in the States of Louisiana, Arkansas, and Texas and Indian Territory: For continuing improvement and for maintenance, two hundred thousand

*Provisos.*  
Fulton and Denison. Channel at Alexandria, La. dollars: *Provided*, That of this amount one hundred thousand dollars may be expended between Fulton, Arkansas, and Denison, Texas: *Provided further*, That of the amount herein appropriated for improvement below Fulton fifteen thousand dollars may, in the discretion of the Secretary of War, be spent in the improvement of the channel at Alexandria, Louisiana.

Bayou Bartholomew, Boeuf River, etc., La. and Ark. Improving Bayou Bartholomew, Boeuf River, Tensas River, and Bayou Maçon, and Bayous D'Arbonne and Corney, Louisiana and Arkansas: For maintenance, seventeen thousand dollars.

Sabine Pass, Tex. and La. Improving Sabine Pass, Texas and Louisiana: Continuing improvement and for maintenance, one hundred and fifty thousand dollars.

Brazos River, Tex.  
*Proviso.*  
Contracts. Improving the mouth of the Brazos River, Texas: Continuing improvement, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eighty-seven thousand five hundred dollars, exclusive of the amounts herein and heretofore appropriated.

Aransas Pass, Tex.  
*Provisos.*  
Contracts. Improving Aransas Pass, Texas: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated:

Restriction. *Provided further*, That the amounts herein appropriated and authorized shall be applied to the completion of the project in accordance with the design and specifications of the Aransas Pass Harbor Company, and in continuation of the work heretofore done, and to such additional work as may be necessary for strengthening the jetty.

Galveston, Tex.  
*Provisos.*  
Contracts. Improving Galveston Harbor, Texas: Continuing improvement and for maintenance, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two

hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Improving Galveston channel, Texas: Continuing improvement, one hundred and seventy-five thousand dollars: *Provided*, That the Secretary of War may, in his discretion, use not to exceed one hundred and twenty-five thousand dollars of said amount to purchase or build a dredge for use in said channel: *Provided further*, That the Secretary of War may, in his discretion, divert the sum of fifty thousand dollars from the amounts appropriated and authorized for improving Galveston Harbor, Texas, and apply it to this improvement.

Dredge.

Diversion of appropriation.

Improving Galveston ship channel and Buffalo Bayou, Texas: Continuing improvement to a point at or near the head of Long Reach, in accordance with the modification of the original project as recommended in the report of the Board of Engineers for Rivers and Harbors of date December fifteenth, nineteen hundred and four, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, as modified by said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the amount on hand is hereby made available for the project as modified by said report.

Galveston ship channel, etc., Tex.

Provisos. Contracts.

Unexpended balance available.

Improving West Galveston Bay channel, Double Bayou, and mouths of adjacent streams, Texas, including Trinity River Anahuac channel and Cedar Bayou: Continuing improvement, fifty thousand dollars.

West Galveston Bay channel, etc., Tex.

Improving Brazos River, Texas, from Velasco to Old Washington: Continuing improvement, twenty-five thousand dollars.

Brazos River, Tex., Velasco to Old Washington.

Improving Brazos River, Texas, from Old Washington to Waco: The Secretary of War is authorized and directed to cause an examination of this section of the river with a view of determining whether four or six months' navigation can be secured to Waco at a reasonable cost by any method other than by locks and dams, and if not the least number of locks and dams that will furnish such navigation, and in the event it should appear feasible to secure four or six months' navigation by open-channel work or by not to exceed nine locks and dams the Secretary of War may expend for the improvement of said river an amount not to exceed seventy-five thousand dollars, which amount under the conditions named is hereby appropriated.

Old Washington to Waco, Tex. Channel.

Maximum expenditure.

Improving Trinity River, Texas: The balance now available for the construction of locks and dams between the mouth of the river and section one is hereby diverted

Trinity River, Tex.

from said purpose and made available for the construction of locks and dams numbered one, four, and six in section one, in accordance with the report submitted in House Document Numbered Four hundred and nine, Fifty-sixth Congress, first session [<sup>a</sup>]: *Provided*, That the Secretary of War is authorized to enter into a contract or contracts for the completion of said locks and dams, numbered one, four, and six, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and sixty-one thousand two hundred and eighty-seven dollars, exclusive of the amount herein diverted and made available for the said construction: *Provided further*, That none of the amount made available herein or authorized to be contracted for herein shall be expended unless the citizens of Dallas shall pay over to the Secretary of War the sum of sixty-six thousand dollars, which sum, if paid over, shall be applied to the construction of dams in said section one, at Old River and Parsons Slough, for the easing of bends and for the improvement of said section: *And provided further*, That the Secretary of War may, in his discretion, construct locks and dams numbered two or three or five instead of number four, should he determine that navigation would be better subserved thereby.

**Provisos.**  
**Contracts.**

**Restriction on expenditure.**

**Locks and dams.**

**Sabine and Neches rivers, Tex.**  
**Improving mouth.**

**Provisos.**  
**Channel.**

**Right of way.**

**Cypress Bayou, Tex.**

**Survey.**

**Quachita and Black rivers, Ark. and La.**  
**Proviso.**  
**Contracts.**

Improving mouths of Sabine and Neches rivers, Texas, in accordance with the report submitted in House Document Numbered Six hundred and thirty-four, Fifty-eighth Congress, second session, by connecting the same with Taylors Bayou, or a point in Sabine Lake near to the mouth of said bayou, by a channel at or near the west shore of Sabine Lake; the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and eleven thousand five hundred dollars, exclusive of the amounts heretofore appropriated: *Provided*, That the channel may, in the discretion of the Secretary of War, be constructed through the land near the lake for any part of said route: *Provided further*, That the right of way is furnished without expense to the United States.

Cypress Bayou, Texas: The available balance on hand may, in the discretion of the Secretary of War, be expended in cleaning and clearing the bayou and lakes between Jefferson, Texas, and Mooringsport, Louisiana. And the Secretary of War is authorized and directed to survey Cypress Bayou and the channels connecting Shreveport, Louisiana, with Jefferson, Texas, including an examination of the falls near Little Pass.

Improving Quachita and Black rivers, Arkansas and Louisiana: Continuing improvement and for maintenance, eighty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete

<sup>a</sup> House Doc. No. 118, 58th Cong., 2d sess., is probably intended.

the locks and dams in the Ouachita River, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate forty thousand three hundred and twelve dollars, exclusive of the amounts herein and heretofore appropriated.

Improving Arkansas River, Arkansas: For maintenance, thirty-five thousand dollars. Arkansas River, Ark.

For repair of revetment work and bank protection in the vicinity of Red Fork Levee, Arkansas River, thirty thousand dollars, provided it is required in the interest of navigation. Red Fork Levee. Repairs.

Improving White River, Arkansas: For maintenance, fifteen thousand dollars. White River, Ark.

Improving Upper White River, Arkansas: Continuing improvement by the construction of Lock and Dam Numbered Three, one hundred and sixty thousand dollars; and the Secretary of War shall cause an examination to be made by a board of engineers to report upon the desirability of the construction of further locks and dams in said river. Upper White River, Ark. Lock and dam.

Improving Cache River, Arkansas: For maintenance, two thousand dollars. Cache River, Ark.

Improving Black and Current rivers, Arkansas and Missouri: For maintenance, eighteen thousand dollars. Black and Current rivers, Ark. and Mo.

Improving Saint Francis and L'Anguille rivers, Arkansas: For maintenance, six thousand dollars. St. Francis and L'Anguille rivers, Ark.

Improving Obion and Forked Deer rivers, Tennessee: For maintenance, three thousand dollars. Obion and Forked Deer rivers, Tenn.

Improving Cumberland River, Tennessee, below Nashville: For maintenance, ten thousand dollars. Cumberland River below Nashville, Tenn.

Improving Cumberland River, Tennessee and Kentucky, above Nashville: For maintenance, ten thousand dollars, and for completion of lock and dam numbered two above Nashville, forty thousand dollars, and the balance on hand to the credit of the Cumberland River above Nashville for general improvement and for locks Numbered five, six, and seven shall be applied upon the construction of said lock and dam. Above Nashville, Tenn. and Ky.

For the construction of Lock and Dam Numbered Twenty-one in said river, seventy-four thousand dollars: Lock and Dam No. 21.

*Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the balance remaining to the credit of the Cumberland River on any project therein above said lock and dam numbered twenty-one shall be made applicable for the construction thereof. Provisos. Contracts. Use of balance.

Improving the upper Cumberland and South Fork rivers, above Burnside, Kentucky: The Cumberland River Cumberland River Improvement Company.

May construct locks and dams above Burnside, Ky.

Improvement Company, a corporation formed and existing under the laws of the State of Kentucky, is authorized and permitted to improve the Cumberland River and its tributaries, including the South Fork, above Burnside, Kentucky, at its own expense, by the construction of necessary locks and dams, under the supervision and pursuant to plans to be submitted to and approved by the Secretary of War, and the power generated by the construction of such locks and dams may be utilized by such company for commercial and other purposes, under the following express provisions:

Unobstructed navigation.

That the use of such power shall in no instance impede or hinder navigation;

Size of locks, etc.

That the locks and dams shall be at least equal in size and capacity to other locks and dams constructed on the Cumberland River;

Open to navigation.

That they shall be open to all purposes of navigation by the general public, subject to the payment of uniform, reasonable rates of toll by all parties using such waterway, which rates of toll shall be fixed from time to time by the Secretary of War, and shall at no time produce an income greater than six per centum, cumulative interest, on the investment in such locks and dams, after deducting the cost of maintenance and operation, reckoned from the beginning, and based on the total initial cost; such locks and dams to be kept and maintained by such corporation

*Proviso.*  
Time of construction, etc.

without expense to the Government: *Provided further*, That this franchise shall not be effective unless said corporation shall commence in good faith the construction of such improvement within eighteen months after the completion and operation of lock and dam numbered twenty-one on said river, and shall afford a permanent navigable stage, within the next succeeding five years, of at least six feet in depth, by means of such locks and dams, to the mouth of Rock Castle River;

Bond.

That said corporation shall file with the Secretary of War, before beginning its construction of such lock and dam, a suitable bond, to be approved by him, conditioned to pay all reasonably prospective damages arising from trespass or overflow or other injury to private rights;

Collection of tolls.  
Time limit.  
Operation, maintenance, etc.

That the right to collect tolls shall cease at the expiration of forty years from the date of completion of lock and dam numbered twenty-one on said river, and that upon the ceasing of the right to collect tolls the United States may assume the possession, care, operation, maintenance, and management of the lock or locks so constructed, without compensation to any person or persons or corporation, but without in any way impairing the right or ownership of the water power and dams created by said corporation, which shall continue the care and maintenance of such dams without interference on the part of the United States;



Congress reserves the right to alter, amend, or repeal any of the provisions of this Act in so far as it relates to this franchise.

Amendment.

Improvement of Tennessee River, Tennessee, above Chattanooga: Continuing improvement and for maintenance, fifty thousand dollars, of which amount not more than five thousand dollars may, in the discretion of the Secretary of War, be expended in the improvement of Little Tennessee River.

Tennessee River above Chattanooga.

Improving Tennessee River: Continuing improvement at Colbert and Bee Tree Shoals by the construction of a lateral canal, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Colbert and Bee Tree shoals.  
*Proviso.*  
Contracts.

Improving Tennessee River from Hobbs Island to Gunterville, Alabama: Continuing improvement and for maintenance, fifteen thousand dollars.

Hobbs Island to Gunterville, Ala.

Improving Tennessee River, Tennessee: Continuing improvement by the partial construction of lock gates at the lock projected at or near Scotts Point, together with the cost of superintendence and the preparation of plans to be made by the United States, ten thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the further prosecution of said work, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate forty thousand dollars exclusive of the amount herein appropriated.

Scott Point.  
Lock gates.

*Proviso.*  
Contracts.

Improving Tennessee River, Tennessee, below River-ton: Continuing improvement and for maintenance, thirty thousand dollars.

Below River-ton.

Improving French Broad and Little Pigeon rivers, Tennessee: For maintenance, two thousand dollars.

French Broad and Little Pigeon rivers, Tenn.

Improving Clinch and Hiwassee rivers, Tennessee: Continuing improvement and for maintenance, six thousand dollars.

Clinch and Hiwassee rivers, Tenn.

Improving Big Sandy River and Tug and Levisa forks, West Virginia and Kentucky: For maintenance and for improving the mouth of the Big Sandy, forty-three thousand dollars.

Big Sandy River, etc., W. Va. and Ky.

Improving the Falls of the Ohio River at Louisville, Kentucky: For maintenance and alteration of the existing dam, eighty thousand dollars.

Falls of the Ohio River, Louisville, Ky.

Improving Green River, Kentucky, above the mouth of Big Barren River: Continuing improvement and for maintenance, five thousand dollars: *Provided*, That the

Green River, Ky.

*Proviso.*

- Nolin River. Secretary of War may, in his discretion, expend such portion of said amount as may be necessary for the removal of snags in Nolin River.
- Kentucky River. Reimbursement to Clark County, Ky., etc. Improving Kentucky River, Kentucky: The Secretary of War may, in his discretion, use so much of the funds heretofore appropriated for the improvement of said river as may be necessary to repay the county court of Clark County, Kentucky, the reasonable cost expended by it in constructing the county bridges across Two Mile Creek, in Clark County, Kentucky, and to repair the damage to the county road caused by the construction of Lock and Dam Numbered Ten at Ford, Kentucky.
- Kentucky River, Kentucky: Continuing improvement by the construction of Lock and Dam Numbered Twelve, fifty thousand dollars.
- Toledo, Ohio. Improving harbor at Toledo, Ohio: For maintenance, twenty thousand dollars.
- Port Clinton, Ohio. Improving harbor at Port Clinton, Ohio: For maintenance, two thousand dollars.
- Sandusky, Ohio. Improving harbor at Sandusky, Ohio: Continuing improvement and for maintenance, one hundred and twenty-five thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and eighty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That from the adopted project there shall be omitted the rock dredging near to the wharves at Sandusky Harbor, except that portion thereof which is included in a contract or contracts already made.
- Dredging.
- Huron, Ohio. Improving harbor at Huron, Ohio, in accordance with the report submitted in House Document Numbered One hundred and twenty-two, Fifty-eighth Congress, second session, sixty-eight thousand five hundred dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Proviso. Contracts.
- Vermilion, Ohio. Improving harbor at Vermilion, Ohio: For maintenance, fifteen thousand dollars.
- Black River (Lorain), Ohio. Improving harbor at Lorain, Ohio: Completing improvement and for maintenance, eighty-five thousand dollars.
- Cleveland, Ohio. Improving harbor at Cleveland, Ohio: Continuing improvement and for maintenance, two hundred thousand dollars.
- Fairport, Ohio. Improving harbor at Fairport, Ohio: Continuing improvement and for maintenance, one hundred and thirty-

five thousand dollars: *Provided*, That the Secretary of War may in his discretion, cause the westerly arm of the breakwater in said harbor to be extended to a point at or near the shore, the expense thereof to be paid from the appropriations herein and heretofore made.

*Proviso.*  
Breakwater.

Improving harbor at Ashtabula, Ohio: Continuing improvement and for maintenance, twenty thousand dollars; and the unexpended balance on hand to the credit of said improvement, or so much thereof as may be necessary, may be expended by the Secretary of War for the extension of the westerly arm of the breakwater in said harbor to a point at or near the shore, in accordance with the recommendation of the Chief of Engineers.

A s h t a b u l a,  
Ohio.

Improving Conneaut Harbor, Ohio: Continuing improvement and for maintenance, sixty thousand dollars.

C o n n e a u t,  
Ohio.

Improving Muskingum River, Ohio: Continuing improvement, eight thousand dollars.

M u s k i n g u m  
River, Ohio.

Improving Muskingum River, Ohio: For the rebuilding of lock and dam numbered eleven in said river, one hundred and ten thousand dollars: *Provided*, That no part of the said amount shall be expended unless the Secretary of War shall have satisfactory assurance that the State of Ohio, or other agency, will expend a sum of not less than two hundred thousand dollars upon that part of the Ohio Canal system which connects the said river above the lock mentioned with Lake Erie.

L o c k a n d  
Dam No. 11.

*Proviso.*  
Expenditures  
upon Ohio Ca-  
nal.

Improving Ohio River: General improvement, three hundred thousand dollars: *Provided*, That from said amount the Secretary of War may, in his discretion, expend from the amount herein appropriated a sum sufficient for the following, or either of them, namely, to remove the rocks in the channel of said river or canal near to the Falls at Louisville, Kentucky, for the dredging of Pool Numbered Six in said river, and for necessary dredging in said river at and near Middleport, Ohio: *Provided further*, That the unexpended balance of funds available for the construction of an ice pier at or near the mouth of Big Hocking River may, in the discretion of the Secretary of War, be expended toward the completion of an ice pier at Maysville, Kentucky.

Ohio River.

*Provisos.*  
Removal of  
rocks.

F a l l s a t  
Louisville, Ky.  
Pool, Dam  
No. 6.

M i d d l e p o r t,  
Ohio.

I c e p i e r,  
Maysville, Ky.

The Secretary of War is hereby authorized and directed to appoint a board of engineers to examine the Ohio River, and report at the earliest date by which a thorough examination can be made, the necessary data with reference to the canalization of the river, and the approximate location and number of locks and dams in such river, with a view both to a depth of six feet and nine feet; and in said report shall include the probable cost of such improvement with each of the depths named, the probable cost of maintenance, and the present and prospective commerce of said river, upstream as well as downstream having regard to both local and through traffic. They

Canalization.  
Appointment  
of Board of  
Engineers au-  
thorized.

Duties.

Report.

shall also report whether, in their opinion, such improvement should be made, and whether other plans of improvement could be devised under which the probable demands of traffic, present and prospective, could be provided for without additional locks and dams, or with a less number than is described in surveys heretofore made, giving general details relating to all of said plans and the approximate cost of completion thereof. They shall also examine the said river from the mouth of the Green River to Cairo, with a view to determining whether an increased depth can be maintained by use of dredges.

Mouth of  
Green River to  
Cairo.  
Depth of  
channel.

Locks and  
Dams Nos. 2,  
3, 4, 5, and 6.

*Proviso.*  
Contracts.

Improving Ohio River in the State of Pennsylvania: By the completion of locks and dams numbered two, three, four, and five, and the modification of said locks and dams and of lock and dam numbered six so as to secure a stage of nine feet in the pools belonging thereto, five hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million two hundred and eighty-one thousand three hundred and seventy-six dollars, exclusive of the amounts herein and heretofore appropriated.

Locks Nos. 8  
and 11.

*Proviso.*  
Contracts.

Improving Ohio River in Ohio and West Virginia: By the completion of locks numbered eight and eleven, one hundred and sixty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said locks, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and sixty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Lock and  
Dam No. 19.

*Provisos.*  
Survey, etc.

Reversion of  
appropriation.

Ontonagon,  
Mich.

Marquette,  
Mich.

Marquette  
Bay, Mich.

Improving Ohio River, with a view to the construction of lock and dam numbered nineteen, one hundred thousand dollars; and for purchase of site for lock and dam numbered twenty-six, thirty-five thousand dollars: *Provided*, That no part of said amounts shall be expended until the survey of the Ohio River herein provided for shall have been completed and such project as may be recommended on consideration and review of the same shall be adopted by Congress: *Provided further*, That in case said locks and dams are not provided for by Congress, the amounts herein appropriated shall revert to the general fund for the improvement of the Ohio River.

Improving harbor at Ontonagon, Michigan: For maintenance, three thousand dollars.

Improving harbor at Marquette, Michigan: For maintenance, three thousand dollars.

Improving harbor at Marquette Bay, Michigan, harbor of refuge: For maintenance, one thousand dollars,

Improving harbor at Grand Marais, Michigan, harbor of refuge: Continuing improvement and for maintenance, fifty thousand dollars.

Grand Marais, Mich.

Improving harbor at Gladstone, Michigan, in accordance with the report submitted in House Document Numbered One hundred and sixty-five, Fifty-eighth Congress, second session, fourteen thousand dollars.

Gladstone, Mich.

Improving harbor at Manistique, Michigan, in accordance with the report submitted in House Document Numbered Four hundred and twenty-nine, Fifty-eighth Congress, second session, twenty-five thousand dollars.

Manistique, Mich.

Improving harbor at Saint Joseph, Michigan: Continuing improvement and for maintenance, fifteen thousand dollars.

Saint Joseph, Mich.

Improving harbor at South Haven, Michigan, in accordance with the report submitted in House Document Numbered One hundred and nineteen, Fifty-eighth Congress, second session, fifty thousand dollars: *Provided*, That no portion of such amount shall be used, except for maintenance of existing channels, until proper dock lines shall have been established and suitable bulkheads shall have been built along these lines by the city of South Haven, or by the riparian owners, and the property lying on the channel side of these dock lines shall have been deeded to the United States, free of cost, all pursuant to the plan of improvement recommended in said House document.

South Haven, Mich.

*Proviso.*  
Channels.

Improving Saugatuck Harbor and Kalamazoo River, Michigan: Continuing improvement and for maintenance, seventy-five thousand dollars.

Saugatuck Harbor and Kalamazoo River, Mich.

Improving harbor at Holland, Black Lake, Michigan: Continuing improvement and for maintenance, sixty-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and ten thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the United States engineer in charge may, subject to the approval of the Chief of Engineers, modify the existing project by the widening of the harbor entrance.

Holland (Black Lake), Mich.

*Provisos.*  
Contracts.

Modification.

Improving harbor at Grand Haven, Michigan: Continuing improvement and for maintenance, thirty thousand dollars.

Grand Haven, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement and for maintenance, one hundred thousand dollars.

Muskegon, Mich.

Improving harbors at Pentwater and White Lake, Michigan: For maintenance, twenty thousand dollars.

Pentwater and White Lake, Mich.

Improving harbor at Ludington, Michigan: For maintenance, ten thousand dollars.

Ludington, Mich.

Harbors of  
Ludington,  
Mich., Manito-  
woc, etc., Wis.  
Investigation  
of wave action  
on.

The Secretary of War is hereby authorized to appoint a board of engineers to inquire into the effect of wave action as injuriously affecting the harbors at Ludington, Michigan, and Manitowoc, Two Rivers, Racine, Kenosha, and Sheboygan, Wisconsin, and to report at the earliest practical date what plan of improvement it is desirable to adopt to overcome such wave action. Such board shall further investigate and report as to whether, in the interests of economy, future repairs and construction of piers in such harbors and in those similarly situated should be made of cement or other permanent substance.

Repairs, etc.

Manistee,  
Mich.

Improving harbor at Manistee, Michigan: For maintenance, ten thousand dollars.

Frankfort,  
Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement and for maintenance, twenty thousand dollars.

Charlevoix,  
etc., Mich.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement and for maintenance, twenty-five thousand dollars.

Petoskey,  
Mich.

Improving harbor at Petoskey, Michigan: Continuing improvement and for maintenance, twenty thousand dollars.

Arcadia,  
Mich.

Improving harbor at Arcadia, Michigan, in accordance with the report submitted in House Document Numbered One hundred and ninety-four, Fifty-eighth Congress, second session, six thousand dollars.

Dredge.

The Secretary of War is hereby authorized and directed to transfer to Lake Michigan the dredge heretofore constructed for the harbors on the easterly shore of said lake for use in such harbors.

Cheboygan,  
Mich.

Improving harbor at Cheboygan, Michigan: For maintenance, seven thousand five hundred dollars. And the Secretary of War is hereby authorized to cause an examination of such harbor to be made, with a view to ascertaining the desirability, in the interest of commerce, of extending the works of improvement up to the lock and dam in the Cheboygan River, and whether, if such extension is made, any portion of the expense of such extension should be borne by the city of Cheboygan or by persons whose property may be benefited thereby.

Harbor  
Beach (for-  
merly Sand-  
beach), Mich.

Improving harbor of refuge, Harbor Beach, Michigan: Continuing improvement and for maintenance, two hundred thousand dollars. The Secretary of War is hereby authorized to cause an examination to be made with a view to ascertaining what other or further works of improvement are necessary, if any, in order to make such harbor of refuge suitable for the present demands of commerce.

Water route  
across Keweenaw  
Point, Mich.

Improving waterway across Keweenaw Point, from Keweenaw Bay to Lake Superior, Michigan: Continuing improvement, forty-five thousand dollars.

Grand River,  
Mich.

Improving Grand River, Michigan, in accordance with the report submitted in House Document Numbered Two hundred and sixteen, Fifty-eighth Congress, second ses-

sion, one hundred thousand dollars: *Provided*, That no portion of the money herein appropriated shall be used in providing a turning basin in the city of Grand Rapids.

*Proviso.*  
Restriction.

Improving Saginaw River, Michigan: Continuing improvement and for maintenance, thirty thousand dollars; and any sums heretofore appropriated for the improvement of the Flint, Shiawassee, and Bad rivers, and now unexpended, are hereby diverted and made available for the improvement of the Saginaw River, in addition to the sum herein appropriated.

Saginaw  
River, Mich.

Diversion of  
appropriation.

Improving Sebewaing River, Michigan: For maintenance, five thousand dollars.

Sebewaing  
River, Mich.

Improving Rouge River and Monroe Harbor, Michigan: Continuing improvement and for maintenance, thirteen thousand dollars.

Rouge River  
and Monroe  
Harbor, Mich.

Improving Clinton River, Michigan: For maintenance, three thousand dollars.

Clinton Riv-  
er, Mich.

Improving Saint Marys River, at the falls, Michigan: Continuing improvement, four hundred and twenty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

St. Marys  
River, at the  
falls, Mich.

*Proviso.*  
Contracts.

Improving Hay Lake and Neebish channels, Saint Marys River, Michigan: Continuing improvement, five hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Hay Lake  
and Neebish  
channels.

*Proviso.*  
Contracts.

Improving Detroit River, Michigan: The Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said improvement, in accordance with the report submitted in House Document Numbered Forty, Fifty-eighth Congress, third session, to be paid for as appropriation may from time to time be made by law, not to exceed in the aggregate four hundred thousand dollars, exclusive of the amounts heretofore appropriated.

Detroit Riv-  
er, Mich.

Menominee Harbor and River, Michigan and Wisconsin: The Secretary of War is hereby authorized to make such modifications of the existing project as may seem best to save expense and subserve the interests of commerce.

Menominee  
Harbor and  
River, Mich.  
and Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement and for maintenance, five thousand dollars.

Kenosha,  
Wis.

Racine, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement and for maintenance, thirty thousand dollars.

Milwaukee, Wis.

Improving harbor at Milwaukee, Wisconsin, including harbor of refuge: Continuing improvement and for maintenance, including the repair and rebuilding of the breakwater belonging to the harbor of refuge, one hundred and fifty thousand dollars; and the so-called "Fair Weather" opening in said breakwater shall not be closed except by direction of Congress.

*Provisos.*  
Contracts.

Improving said harbor in accordance with the report submitted in House Document Numbered One hundred and twenty, Fifty-eighth Congress, second session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighteen thousand five hundred and eighty-one dollars, exclusive of the amount herein appropriated: *Provided further*, That no part of the appropriation herein made shall be expended for the purpose named unless the Secretary of War shall have satisfactory assurance that the city of Milwaukee will comply with the conditions imposed upon said municipality as set forth and contained in paragraph twenty-eight of House Document Numbered One hundred and twenty, Fifty-eighth Congress, second session.

Restriction.

Sheboygan, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement and for maintenance, eighteen thousand dollars.

Manitowoc, Wis.

Improving harbor at Manitowoc, Wisconsin: For maintenance, one hundred and ten thousand dollars.

Two Rivers, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement and for maintenance, six thousand six hundred dollars, and the Secretary of War is authorized and directed to cause a survey to be made of the entrance channel to said harbor with a view to obtaining depths of sixteen and eighteen feet, respectively.

Kewaunee, Wis.

Improving harbor at Kewaunee, Wisconsin: For maintenance, three thousand dollars.

Sturgeon Bay and Lake Michigan Ship Canal, Wis.

Improving Sturgeon Bay and Lake Michigan Ship Canal, Wisconsin, and harbor of refuge connected therewith: The Secretary of War is hereby directed to ascertain and determine whether for the purpose of completing the project submitted in House Document Numbered One hundred and seventeen, Fifty-sixth Congress, second session, it is necessary to remove, relocate, or change the bridge across Sturgeon Bay at the city of Sturgeon Bay, and if so, whether and to what extent the owners thereof have acquired vested or other rights in its present location, so as to entitle them to damages by such removal,



relocation, or change, and in case the said Secretary of War shall determine that such removal, relocation, or change is necessary to complete said project, and that the said owners have acquired vested or other rights in the present location of said bridge, he is hereby authorized and directed to acquire, by condemnation or otherwise, such property as may be necessary, and the sum of fifty thousand dollars, or so much thereof as may be necessary, is hereby appropriated for that purpose.

Improving harbor at Green Bay, Wisconsin: For maintenance, ten thousand dollars. Green Bay, Wis.

Improving harbor at Ashland, Wisconsin: For maintenance, sixty thousand dollars. Ashland, Wis.

Improving harbor at Port Wing, Wisconsin: Completing improvement and for maintenance, nineteen thousand nine hundred and ninety-two dollars. Port Wing, Wis.

Improving Fox River, Wisconsin: Continuing improvement, thirty-five thousand dollars. Fox River, Wis.

Improving harbor at Grand Marais, Minnesota: For maintenance, two thousand dollars. Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: For maintenance, two thousand dollars. Agate Bay, Minn.

Improving Warroad Harbor, Warroad River, Minnesota, by dredging a channel one hundred feet wide and seven feet deep from the inner end of the channel dredged in nineteen hundred and four to the boat landing at Warroad, with a turning channel for boats at the inner harbor, and continuing present improvement, thirty-five thousand dollars. Warroad Harbor and River, Minn.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: Continuing improvement and for maintenance, two hundred and seventy thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated. Duluth, Minn., and Superior, Wis.  
Proviso.  
Contracts.

Improving Minnesota River, Minnesota, at the mouth: For maintenance and dredging channel, three thousand dollars. Minnesota River, Minn.

Improving Red River of the North, Minnesota and North Dakota: Continuing improvement and for maintenance, nine thousand dollars. Red River of the North, Minn. and N. Dak.

Improving Saint Croix River, Minnesota and Wisconsin: For maintenance, four thousand dollars. St. Croix River, Minn. and Wis.

Improving harbor at Michigan City, Indiana: Continuing improvement and for maintenance, forty-five thousand dollars: *Provided*, That the Secretary of War may, in his discretion, use any part of this appropriation or of any appropriation hereafter made for the maintenance or improvement of said harbor, for the construc- Michigan City, Ind.  
Proviso.  
Turning basin.

tion of a turning basin in the inner harbor, not exceeding, however, the sum of twenty-five thousand dollars in the aggregate.

Chicago, Ill. Improving harbor at Chicago, Illinois: Continuing improvement and for maintenance, two hundred thousand dollars.

Waukegan, Ill. Improving harbor at Waukegan, Illinois: For maintenance, thirty thousand dollars.

Illinois and Mississippi Canal, Ill. Improving Illinois and Mississippi Canal, Illinois: Continuing improvement and for maintenance, three hundred thousand dollars: *Provided*, That a contract or

*Proviso.*  
Contracts.

contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Calumet River, Ill. and Ind.

Improving Calumet River, Illinois and Indiana: For improving said river in accordance with the report submitted in House Document Numbered One hundred and seventy-two, Fifty-eighth Congress, second session, and for maintenance, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and seventy-six thousand dollars, exclusive of the amounts herein and heretofore appropriated. And the Secretary of War is hereby authorized to accept, in his discretion, deeds from the proper parties conveying to the United States, free of expense, such lands as may be necessary for the construction of any of the turning basins proposed in said House document.

*Proviso.*  
Contracts.

Rock River, Ill.

Improving Rock River, Illinois: A fixed dam with movable crest at or near Sterling, Illinois, in lieu of the lock and dam already provided for may, in the discretion of the Secretary of War, be constructed: *Provided*, That said fixed dam with movable crest may be constructed from the funds already appropriated, or authorized to be appropriated, for the construction of the Illinois and Mississippi Canal, and shall constitute a part of the project for said canal.

*Proviso.*  
Fixed dam, etc.

Mississippi River, Minn. Reservoirs.

Mississippi River in Minnesota: Improving reservoirs at the headwaters of the Mississippi River by the renewal of the Pine River dam according to existing project, the completion of Pokegama Dam, the purchase of lands or easements for Winnibigoshish, Leech Lake, Pokegama, and Pine River dams, and the improvement of the channel from Brainerd to Grand Rapids, Minnesota, one hundred and sixty thousand dollars, to be expended, together with the amounts now on hand to the credit of "Reser-

voirs at the headwaters of the Mississippi," for the completion of the improvements herein mentioned.

Improving Mississippi River, Minnesota: Locks and dams numbered one and two, between Saint Paul and Minneapolis: A contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and ninety-nine thousand five hundred and forty-three dollars, exclusive of the amounts heretofore appropriated.

Locks and  
Dams Nos. 1  
and 2.  
Contracts.

Improving Mississippi River between Missouri River and Saint Paul, Minnesota: A contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amounts heretofore appropriated, which amount may be expended during the year beginning July first, nineteen hundred and six, and the sum of eleven thousand five hundred dollars may be expended from amounts now or hereafter available for this improvement for the purpose of completing the harbor of refuge on the east shore of Lake Pepin, Minnesota, and the Secretary of War may cause an estimate to be made of the cost of securing a channel six feet deep in that portion of the river above described.

Between Mis-  
souri River  
and St. Paul,  
Minn.  
Contracts.

Lake Pepin,  
Minn.

Improving Mississippi River at Moline, Illinois: In accordance with the report submitted in House Document Numbered Three hundred and ninety-seven, Fifty-eighth Congress, second session, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighty-six thousand dollars, exclusive of the amounts herein appropriated.

Moline, Ill.

*Proviso.*  
Contracts.

Improving the Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: The Secretary of War may prosecute the improvement of the said section of the Mississippi River by dredging, as set forth in the report of the Board of Engineers for rivers and harbors, submitted November twelfth, nineteen hundred and three; and the said Secretary of War may purchase or cause to be constructed two dredges, to be employed with those now in use in said section for the purpose of dredging; and the said Secretary may, in his discretion, expend a portion of the balance now remaining on hand to the credit of said improvement for the completion of works already under

From mouth  
of Ohio to  
mouth of Mis-  
souri.  
Dredges.

way or for the construction of other works which will be useful in promoting the navigation of said section of the river; and such balance as remains on hand, together with the amount authorized to be expended in pursuance of contracts to be made, is hereby made available for the purposes set forth in this item.

Mississippi  
River Com-  
mission.  
Head of  
Passes to  
mouth of Ohio.  
Expenses, etc.

Improving the Mississippi River from the Head of the Passes to the mouth of the Ohio River, including salaries, clerical, official, traveling and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, one million dollars, which shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission as approved by the Chief of Engineers for the general improvement of the river, for the building of levees, and for surveys, including the survey from the Head of the Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this Act a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million dollars, exclusive of the amounts herein and heretofore appropriated, which latter amount may be expended during the year beginning July first, nineteen

*Provisos.*  
Contracts.

Dredge  
boats.

hundred and six: *Provided further*, That the money hereby appropriated and authorized to be expended, in pursuance of contracts or otherwise, or so much thereof as may be necessary, shall be expended in the construction of suitable and necessary dredge boats and other devices and appliances and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Cairo down not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year, except when navigation is closed by ice: *And provided further*, That the water courses connected with said river, and the harbors upon it, now under the control of the Mississippi River Commission and under improvement, may, in the discretion of said Commissions, upon approval by the Chief of Engineers, receive allotments for improvements now under way or hereafter to be undertaken, to be paid for from the amounts herein appropriated or authorized.

Channel be-  
low Cairo.

Allotments  
for improve-  
ment.

maintaining a navigable channel from Cairo down not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year, except when navigation is closed by ice: *And provided further*, That the water courses connected with said river, and the harbors upon it, now under the control of the Mississippi River Commission and under improvement, may, in the discretion of said Commissions, upon approval by the Chief of Engineers, receive allotments for improvements now under way or hereafter to be undertaken, to be paid for from the amounts herein appropriated or authorized.

South Pass  
channel.  
Contracts.

Improving Mississippi River, South Pass channel: A contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the maintenance of said channel, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate fifty thousand dollars, exclusive of the amounts heretofore provided by law.

Improving Osage River, Missouri: Continuing improvement and for maintenance, eighty thousand dollars. Osage River, Mo.

Improving Gasconade River, Missouri: Continuing improvement and for maintenance, fifteen thousand dollars. Gasconade River, Mo.

Continuing improvement Missouri River at Saint Joseph, Missouri, and protecting work already done, all new work to conform to the established harbor line, fifty thousand dollars, provided the same is required in the interest of navigation: *Provided, further*, That no work shall be done at Saint Joseph until the public authorities shall contribute toward defraying the expense of said work an additional fifty thousand dollars, making the sum so contributed subject to the order of the Secretary of War in such manner as he may direct, so that the expense of any work done under the provisions of this Act shall be borne equally by the Government and out of the contribution herein provided for. Missouri River. St. Joseph, Mo.

Improving Missouri River: General improvement by snagging and maintenance of open channel work, one hundred and seventy-five thousand dollars, of which amount ninety thousand dollars may be expended between the mouth and Sioux City, Iowa; ten thousand dollars for improvements at Hermann, Missouri, and seventy-five thousand dollars above Sioux City, Iowa. Between mouth and Sioux City, Iowa.

Improving harbor at San Diego, California: For maintenance, ten thousand dollars. Hermann, Mo.

Improving Wilmington Harbor, California: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated. San Diego, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, twenty-five thousand dollars. Wilmington, Cal.

Improving harbor at Oakland, California: Continuing improvement in accordance with project numbered three of the report submitted in House Document Numbered Two hundred and sixty-two, Fifty-sixth Congress, second session, with a view to obtaining a channel three hundred feet wide and twenty-five feet deep from San Francisco Bay to Fallon street, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated. San Luis Obispo, Cal.

Improving Sacramento and Feather rivers, California: The Secretary of War may expend the balance remaining to the credit of the Sacramento and Feather rivers, California, and the Sacramento River below Sacramento, California, and the Sacramento River below Sacramento, California. Oakland, Cal.

Improving Sacramento and Feather rivers, California: The Secretary of War may expend the balance remaining to the credit of the Sacramento and Feather rivers, California, and the Sacramento River below Sacramento, California, and the Sacramento River below Sacramento, California. Proviso. Contracts.

Improving Sacramento and Feather rivers, California: The Secretary of War may expend the balance remaining to the credit of the Sacramento and Feather rivers, California, and the Sacramento River below Sacramento, California, and the Sacramento River below Sacramento, California. Sacramento and Feather rivers, Cal.

ifornia, for the improvement and maintenance of both of said rivers, including snagging, and for such projects as have been heretofore adopted in the Feather River and in the Sacramento River, both above and below Sacramento, and for the purposes of said improvement and maintenance the Secretary of War may, in his discretion, buy or construct from the amount herein made available another snag boat.

Sacramento,  
San Joaquin,  
and Feather  
rivers, etc.,  
Cal.  
Controlling  
overflow of.

The Secretary of War is hereby authorized and directed to appoint a board consisting of three engineers of the United States Army (one of whom shall have had experience on the Sacramento River and two on the Mississippi River) for the purpose of making a general examination of the Sacramento, San Joaquin, and Feather rivers, California, and their tributaries, and of consulting with any engineers, commissioners, or officers who have been appointed by the State of California to determine a method of controlling the overflow of said rivers and their tributaries, with a view of considering what, if anything, the United States can or should do in conjunction with said State to improve the navigation of said rivers and their tributaries, and the probable cost to the United States of such improvement.

San Joaquin  
River, Cal.

Improving San Joaquin River, California: Continuing improvement and for maintenance, twenty thousand dollars.

Mokelumne  
River, Cal.

Improving Mokelumne River, California: Continuing improvement and for maintenance, two thousand five hundred dollars.

Napa River  
and Petaluma  
Creek, Cal.

Improving Napa River and Petaluma Creek, California: Continuing improvement and for maintenance, three thousand dollars.

Tillamook  
Bay, Oreg.

Improving Tillamook Bay and bar, Oregon: For maintenance, ten thousand dollars.

Coquille Riv-  
er, Oreg.

Improving Coquille River, Oregon: Continuing improvement and for maintenance, fifty-five thousand dollars.

Coos River,  
Oreg.

Improving Coos River, Oregon: Such amount as may be necessary for the maintenance of this improvement is hereby diverted from the moneys now available for the improvement of the entrance to Coos Bay and Harbor, Oregon.

Columbia  
and Snake riv-  
ers, Wash. and  
Idaho.

Improving upper Columbia and Snake rivers, Oregon: Washington, and Idaho: Continuing improvement and for maintenance, twenty-five thousand dollars, which may be expended in completing the improvement and for maintenance of the Snake River between Riparia and Lewiston, and between Lewiston and Pittsburg Landing.

Columbia  
River at the  
Cascades,  
Oreg.

Improving Columbia River at the Cascades, Oregon: Continuing improvement, thirty thousand dollars.

Willamette  
River, etc.,  
above Port-  
land.

Improving Willamette River above Portland and Yamhill River, Oregon: Continuing improvement and for maintenance, fifty thousand dollars.

Improving the lower Willamette and Columbia rivers below Portland, Oregon: Continuing improvement, one hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and twenty-five thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Willamette  
and Columbia  
rivers below  
Portland.  
*Proviso.*  
Contracts.

Improving the mouth of Columbia River, Oregon and Washington: Continuing improvement in accordance with the report submitted by a board of engineers January twenty-fourth, nineteen hundred and three, four hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Mouth of  
Columbia River,  
Oreg. and  
Wash.

*Proviso.*  
Contracts.

Improving the Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington: Continuing improvement by means of canals and locks in accordance with the modified project submitted by the Board of Engineers appointed pursuant to the river and harbor Act of June thirteenth, nineteen hundred and two, fifty thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars exclusive of the amounts herein and heretofore appropriated.

The Dalles  
Rapids to Celilo  
Falls,  
Oreg. and  
Wash.

*Proviso.*  
Contracts.

Improving Grays Harbor and bar entrance, Washington: For maintenance, thirty thousand dollars.

Grays Harbor,  
Wash.

Improving Grays Harbor, inner portion, between Aberdeen and the entrance to said harbor, and Chehalis River, Washington: Continuing improvement, thirty thousand dollars.

Inner portion  
and Chehalis  
River.

Improving New Whatcom Harbor, Washington: Continuing improvement, thirty-five thousand dollars.

New Whatcom  
Harbor,  
Wash.

Improving the waterway connecting Puget Sound with Lakes Union and Washington, Washington: Continuing improvement, one hundred and twenty-five thousand dollars: *Provided*, That this appropriation, together with the unexpended balance to the credit of said improvement, shall be expended in securing by dredging a deeper and wider low-water channel from Shilshole Bay through Salmon Bay to the wharves at Ballard. Nothing herein shall be construed as the adoption of any project for the construction of the waterway connecting Puget Sound with Lakes Union and Washington.

Puget Sound.  
Water route,  
Lakes Union  
and Washington,  
Wash.  
*Proviso.*  
Channel.

Tacoma Har-  
bor, Wash.

Improving Tacoma Harbor, Washington: For improvement of the Puyallup waterway by dredging a channel five hundred feet in width and three thousand six hundred and fifty feet in length from its northern end, and to a depth of twenty-eight feet at extreme low water, in accordance with the report submitted in House Document Numbered Five hundred and twenty, Fifty-eighth Congress, second session, forty thousand dollars: *Provided,*

*Provisos.*

Contracts.

That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars exclusive of the amounts herein appropriated: *Provided further,* That the United States shall be under no expense for the construction of bulkheads, groins, or filling; and before any portion of this appropriation shall be expended, or any contract let for this improvement, suitable provision shall be made, to be approved by the Secretary of War, that in the prosecution and completion of the work of dredging said channel the cost and charges for the construction of necessary bulkheads and groins, or for necessary filling, will be furnished upon the demand of the United States engineer in charge, and the design and location of said bulkheads and groins shall be subject to his supervision; and all necessary filling shall be made in accordance with the plans and specifications furnished by said engineer: *And provided further,* That no expenditure shall be made under this appropriation unless provision satisfactory to the Secretary of War is made for the permanent maintenance of said project, when completed, without expense to the United States.

Expenditures.

Columbia  
River. Gaug-  
ing waters.  
Mouth of  
Willamette to  
Vancouver,  
Wash.

For gauging waters of Columbia River and measuring tidal and river volumes, one thousand dollars.

Improving the Columbia River between the mouth of the Willamette River and the city of Vancouver, Washington: Continuing improvement in accordance with the project approved and recommended by the Board of Engineers for Rivers and Harbors, contained in House Document Numbered Fifty-six, Fifty-eighth Congress, second session, thirty thousand dollars: *Provided,* That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate thirty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further,* That such modifications may be made as conditions existing at the time the work is begun indicate to be advisable: *And provided further,* That such modifications shall not cause the total cost of the work to exceed sixty thousand dollars.

*Provisos.*

Contracts.

Modifica-  
tions.

Maximum  
cost.



Improving Cowlitz and Lewis rivers, including the North Fork of the Lewis River, Washington: Continuing improvement and for maintenance, ten thousand dollars.

Cowlitz and  
Lewis rivers,  
etc., Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement and for maintenance, twenty thousand dollars, of which amount so much as may be necessary may be expended in the removal of Star Rock, Bellingham Bay, and of rock obstructions at the entrance of Roche Harbor.

Puget Sound,  
etc., Wash.

Improving Swinomish Slough, Washington: Continuing improvement, five thousand dollars.

Swinomish  
Slough, Wash.

Improving the Okanogan and Pend Oreille rivers, Washington: For maintenance of the Okanogan River and for continuing improvement and maintenance of the Pend Oreille River, fifteen thousand dollars.

Okanogan  
and Pend  
Oreille rivers,  
Wash.

Snohomish River at Stretches riffle, Washington: Completing improvement in accordance with the approved project contained in House Document Numbered One hundred and sixty-three, Fifty-eighth Congress, second session, six thousand five hundred dollars.

Snohomish  
River, Wash.

There is hereby granted to the Nome Improvement Company, a corporation organized under the laws of the State of Washington, the right to dredge Snake River, which enters Bering Sea at or near Nome, Alaska, for a distance of not exceeding five thousand feet from the mouth thereof, and to extend such channel seaward not beyond a point where the water is twelve feet deep, and to construct jetties on both sides of the channel so dredged, and bulkheads at the outer end thereof, in accordance with plans to be approved by the Secretary of War, with a view to making said Snake River available for harbor purposes for vessels drawing not less than six feet of water, and providing an entrance thereto.

Snake River,  
Alaska.  
Nome Im-  
provement  
Company  
granted right  
to dredge.

Upon the completion of the dredging of said Snake River and the construction of the bulkheads and jetties, so as to form a channel from the ocean into Snake River not less than fifty feet wide and six feet deep at mean low tide, the said Nome Improvement Company shall have the right, during the time it may maintain the channel aforesaid, to collect as toll on freight and passengers entering or leaving the mouth of the jetties so constructed, as follows: On all freight carried in or out, one dollar per ton; passengers, twenty-five cents each; horses and cattle, one dollar per head; hogs and sheep, twenty-five cents each: *Provided, however,* That these rates of toll and any wharfage rates charged or imposed by the said company may be revised, modified, or changed by the Secretary of War whenever he becomes satisfied that the same are unreasonable or oppressive: *Provided further,* That all native Indians and Eskimos shall have the right of free ingress and egress through said channel and jetties to and from Snake River with their boats, provisions, and personal effects.

Toll.

Schedule.

*Provisos.*  
Revision, etc.

Indians and  
Eskimos.  
Right of in-  
gress, etc.

Reclaimed land.

*Provides.*

Title to tide lands.

Right of possession, etc., by United States.

Commencement of improvements.

Failure to maintain channel depth.

Restriction.

Prior rights not affected.

Free to vessels in stress of weather.

Amendment.

Honolulu, Hawaii.

*Proviso.*  
Contracts.

The said improvement company shall have the right to occupy and use land by it reclaimed on each side of its said jetties and channels constructed by it where such land is not at the time of approval of this act legally held or owned by any person, company, or corporation: *Provided*, That nothing herein contained shall be construed as limiting the rights of any State which may be hereafter organized from said Territory of Alaska to assert title to tide lands: *Provided further*, That the United States may, upon notice to said company of not less than one year, take possession of and acquire full title to all such harbor or channel improvements constructed and rights in land reclaimed by said Nome Improvement Company under authority hereof, upon payment to said company of the reasonable value thereof, excluding the value of the franchise: *Provided further*, That the work of improvement herein described shall be begun within one year from the date of approval of this Act: *Provided further*, That if after the lapse of two years from date of approval of this Act the said improvement company shall, at any time during the season of navigation, permit any portion of said channel between the jetties, including that portion of the river improved by it, for three consecutive months to be of less depth than six feet at mean low tide, for a full width of fifty feet, then all rights of said company as herein determined shall cease, and the harbor improvements constructed, including bulkheads, jetties, and rights in reclaimed lands, shall become the property of the United States without recompense to the company: *Provided further*, That no exclusive privileges to dredge in Snake River as an incident to mining are herein conferred; and the said improvement company shall assume all liability for damages that may arise as the result of work undertaken by it under the authority of this Act: *Provided further*, That this Act shall not be held to authorize the infringement or impairment of the legal rights of any person, company, or corporation: *And provided further*, That said harbor, when duly constructed, shall, under uniform regulations to be adopted by said company, and approved by the Secretary of War, be free to such vessels as may be able to enter the same as a harbor of refuge in stress of weather.

Congress reserves the right to alter, amend, or repeal any of the provisions of this Act in so far as it relates to this franchise.

Improving harbor at Honolulu, Hawaii: In accordance with the report and surveys made by the land department of the government of the Sandwich Islands prior to annexation and the further report of Lieutenant Slattery, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into for such materials and work as may be necessary to prosecute said work, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred

thousand dollars in excess of the amount herein appropriated. The amounts herein appropriated and authorized may be expended upon sections one, two, and three, it being the intention to provide first for the completion of section one, and the Secretary of War is authorized and directed to cause a resurvey of said harbor to be made.

For emergencies: To provide for the restoration of channels, or river and harbor improvements heretofore established or made by the Government, or herein provided for, where by reason of emergency occurring after the passage of this Act the usual depth of such channels or customary use of such improvement can not be maintained and there is no sufficient fund available for such restoration, three hundred thousand dollars. The amount herein provided shall be allotted by the Secretary of War: *Provided*, That in no case shall such allotment be made unless recommended by the local engineer having such channel or improvement in charge, and by the Chief of Engineers, respectively: *Provided further*, That for no single channel or improvement shall a sum greater than ten thousand dollars be allotted.

Emergencies  
appropriation.

*Provisos.*  
Allotments.

Maximum al-  
lotment.

Tidal water  
depth.

The depth of water in tidal waters whenever referred to in this Act shall be understood to mean the depth at mean low water unless otherwise expressed.

Appropriations made for the respective works herein named, or so much thereof as may [be] necessary, may, in the discretion of the Secretary of War, be used for maintenance and for the repair and restoration of said works whenever from any cause they have become seriously impaired as well as for the further improvement of said works.

Use of ap-  
propriations.

Surveys and examinations provided for in this section shall, unless otherwise expressed, be paid for from the appropriations made for the respective improvements or projects to which they pertain, or in connection with which they are mentioned.

Surveys and  
examinations.

All works of improvement heretofore or herein authorized to be prosecuted or completed under contracts may, in the discretion of the Secretary of War, be carried on by contract or otherwise, as may be most economical or advantageous to the United States.

Contracts, etc.

Where separate works or items are consolidated in this Act and an aggregate amount is appropriated therefor, the amounts herein appropriated shall be expended in securing maintenance and improvement according to the respective projects herein or heretofore adopted by Congress, after giving due regard to the respective needs of traffic. The allotments to the respective works herein consolidated shall be made by the Secretary of War upon recommendations by the Chief of Engineers. In case such works or items are consolidated and separate amounts are given with each project, the amounts so

Allotments.

Use of bal-  
ances.

named shall be expended upon such separate projects, unless in the discretion of the Secretary of War another allotment or division should be made of the same. Any balances now remaining to the credit of the consolidated items in this Act shall be carried to the credit of the respective aggregate amounts appropriated for the consolidated items herein contained.

Combining  
contracts.

In all cases where separate appropriations are made for works in this Act, if money can be more advantageously expended by combining under one contract two or more such works, such combinations are authorized and shall be made.

Preliminary  
examinations,  
etc.  
Appropriation.

SEC. 2. For preliminary examinations and surveys (other than those mentioned in section one), contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, three hundred and twenty-five thousand dollars: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed, are submitted no supplemental or additional report or estimate shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Proviso.  
New works.

Supplemental  
reports.

Insufficient  
appropriations.

SEC. 3. That in all cases in which appropriations or authorizations have heretofore been made, or are herein made, for the completion of river and harbor works, and the amounts appropriated or authorized shall prove insufficient for completion, the Secretary of War may, in his discretion, on the recommendation of the Chief of Engineers, apply such amounts appropriated or authorized for the prosecution of such work.

Depositing  
refuse in navi-  
gable waters.

SEC. 4. That the Secretary of War is hereby authorized and empowered to prescribe regulations to govern the transportation and dumping into any navigable water, or waters adjacent thereto, of dredgings, earth, garbage, and other refuse materials of every kind or description, whenever in his judgment such regulations are required in the interest of navigation. Such regulations shall be posted in conspicuous and appropriate places for the information of the public; and every person or corporation which shall violate the said regulations, or any of them, shall be deemed guilty of a misdemeanor and shall be subject to the penalties prescribed in section sixteen of the river and harbor Act of March third, eighteen hundred and ninety-nine, for violation of the provisions of

Regulations.

section thirteen of the said Act: *Provided*, That any regulations made in pursuance hereof may be enforced as provided in section seventeen of the aforesaid Act of March third, eighteen hundred and ninety-nine, the provisions whereof are hereby made applicable to the said regulations: *Provided further*, That this section shall not apply to any waters within the jurisdictional boundaries of any State which are now or may hereafter be used for the cultivation of oysters under the laws of such State, except navigable channels which have been or may hereafter be improved by the United States, or to be designated as navigable channels by competent authority, and in making such improvements of channels, the material dredged shall not be deposited upon any ground in use in accordance with the laws of such State for the cultivation of oysters, except in compliance with said laws: *And provided further*, That any expense necessary in executing this section may be paid from funds available for the improvement of the harbor or waterway, for which regulations may be prescribed, and in case no such funds are available the said expense may be paid from appropriations made by Congress for examinations, surveys, and contingencies of rivers and harbors.

*Provisos.*  
Enforcement.  
Vol. 80, p.  
1153.  
*Ante*, p. 888.

Exception.

Expenses of  
enforcement.

SEC. 5. That Cane River, in Natchitoches Parish, Louisiana, is hereby declared to be not a navigable water of the United States within the meaning of the laws enacted by Congress for the preservation and protection of such waters.

Cane River,  
Natchitoches  
Parish, La., not  
navigable, etc.

SEC. 6. That expenses incurred by the Engineer Department in all investigations, inspections, hearings, reports, service of notice, or other action incidental to examination of plans or sites of bridges or other structures built or proposed to be built in or over navigable waters, or to examinations into alleged violations of laws for the protection and preservation of navigable waters, or to the establishment or marking of harbor lines, shall be payable from any funds which may be available for the improvement, maintenance, operation, or care of the waterways or harbors affected, or if such funds are not available in sums judged by the Chief of Engineers to be adequate, then from any funds available for examinations, surveys, and contingencies of rivers and harbors.

Investiga-  
tions, inspec-  
tions, etc.  
Payment of  
expenses.

SEC. 7. That the provisions of river and harbor Acts heretofore passed providing for the prosecution of work upon the following projects are hereby repealed, and any amounts heretofore appropriated for any of the same now remaining unexpended shall be paid into the Treasury of the United States, to wit:

Repeal of  
provisions in  
former acts.

Powow River, Massachusetts.

Coscob Harbor and Mianus River, Connecticut.

Wilson Harbor, New York.

Oak Orchard Harbor, New York.

P o w o w  
River, Mass.  
Coscob, etc.,  
Conn.  
Wilson, N. Y.  
Oak Orchard,  
N. Y.

St. Lawrence River, etc., N. Y.	Saint Lawrence River at the head of Long Sault Island, New York.
Chincoteague Bay, etc., Va.	Inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware.
Ocracoke Inlet, N. C.	Ocracoke Inlet, North Carolina.
St. Francis River, Mo.	Saint Francis River, Missouri.
Alviso, Cal.	Harbor at Alviso, California.
Yaquina Bay, Oreg.	Yaquina Bay, Oregon, except that an amount may be retained sufficient for maintenance for two years.
Siuslaw River, Oreg.	Mouth of Siuslaw River, Oregon, except that an amount may be retained sufficient for maintenance for two years:
<i>Proviso. Prior contracts.</i>	<i>Provided</i> , That nothing in this section shall be construed as applying to any work or balances covered by contracts made prior to the passage of this Act.
Unallotted balance available. Vol. 33, p. 451. <i>Ante</i> , p. 1056.	SEC. 8. That the unallotted balance appropriated by the Act of April twenty-eighth, nineteen hundred and four, entitled "An Act providing for the restoration or maintenance of channels or of river and harbor improvements, and for other purposes," is hereby made available to apply upon the cost of improvements enumerated in this Act, and no further expenditures of said unallotted balance shall be made under the provisions of said Act of April twenty-eighth, nineteen hundred and four.
<i>Preliminary examinations, etc., authorized.</i>	SEC. 9. That the Secretary of War is hereby directed to cause preliminary examinations or surveys to be made at the localities named in this section as hereinafter provided. In all cases, unless a survey or estimate is herein expressly directed, a preliminary examination shall first be made which shall embrace information concerning the commercial importance, present and prospective, of the river or harbor mentioned, and a report as to the advisability of its improvement. Whenever such preliminary examination has been made, in case such improvement is not deemed advisable, no surveys thereof or estimate therefor shall be made without the direction of Congress; but in case the report shall be to the effect that such river or harbor is worthy of improvement, or that a survey and estimate should be made to determine the advisability of improvement, the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement of such river or harbor to be estimated and reported to Congress: <i>Provided</i> , That in all cases preliminary examinations as well as surveys shall be examined and reviewed by the board provided for in section three of the river and harbor Act of June thirteenth, nineteen hundred and two. Such examination and review shall be made by the said board of all examinations or surveys provided for in this Act, whether contained in section one or section ten; said board shall also on request by resolution of the Committee on Commerce of the United States Senate, or the Committee on Rivers and Harbors of the House of Representatives, examine and review surveys provided for by Acts or resolutions prior
<i>Provisos. Review by Board of Engineers for Rivers and Harbors. Vol. 32, p. 372. Ante</i> , p. 1006.	
Report.	

to the river and harbor Act of June thirteenth, nineteen hundred and two, and report thereon: *Provided further*, That at any time prior to the assembling of Congress in December, nineteen hundred and five, all reports of preliminary examinations and surveys that may be ready for printing shall, in the discretion of the Secretary of War, be printed by the Public Printer as documents of the Fifty-ninth Congress.

Printing.

## ALABAMA.

Alabama.

Alabama River, with a view to securing a continuous navigation of four feet from the mouth to Montgomery, and from Montgomery to Wetumpka.

Conecuh River.

Tombigbee River, from Demopolis, Alabama, to Columbus, Mississippi, with a view to securing a continuous channel four feet deep.

## ARKANSAS.

Arkansas.

Upper Cache River, from the lower line of Jackson County to the upper line of Green County.

Saint Francis River, with a view to open-channel improvement.

## CALIFORNIA.

California.

Monterey Harbor.

Humboldt Bay, with a view to enlarging the channel in and from said bay to the city of Eureka.

Petaluma Creek, with a view to straightening and otherwise improving the same.

San Rafael Creek.

## CONNECTICUT.

Connecticut.

Thames River to Allens Point.

Bridgeport Harbor, with a view to enlarging and improving the outer harbor.

Norwalk Harbor, with a view to a channel eight feet in depth to the head of navigation; a channel six feet in depth to East Norwalk, and widening the main channel at South Norwalk, so as to afford a turning basin.

New London Harbor, with a view to obtaining a depth of thirty feet in the main entrance channel from deep water to the railroad bridge, and therefrom with a width of four hundred feet to the naval station of such width and with such anchorage space as may be necessary.

Connecticut River between Hartford, Connecticut, and Holyoke, Massachusetts: The Secretary of War is authorized and directed to reconvene the Board of Engineer Officers heretofore designated under provision of the river and harbor Act approved June thirteenth, nineteen hundred and two, and which board reported upon said improvement in a report dated August eleventh, nineteen

Vol. 32, p.  
348.  
Ante, p. 973.

hundred and four, for the purpose of preparing and submitting an additional report on the improvement of said river by open-channel work or methods other than those already reported upon.

## Delaware.

## DELAWARE.

Saint Jones and Little rivers, with a view to connecting the same at or near Dover by a canal or by diverting one of said streams.

Broadkill Creek.

Indian River.

The artificial channels constructed in connection with the proposed inland waterway from Chincoteague, Virginia, to Delaware Bay, at or near Lewes, Delaware, with a view to ascertaining whether any bridge or bridges should be constructed over such artificial channels.

## Florida.

## FLORIDA.

The Saint Johns River, opposite the city of Jacksonville, with a view to obtaining twenty-four feet of water at mean low tide between the channel of said river as it now is and the pierhead lines as established by the Government in front of the city of Jacksonville and in front of South Jacksonville.

Saint George Sound, including Apalachicola and Carrabelle harbors, with a view to such extensions of channel depths or modifications of projects as will meet the requirements of commerce.

Cedar Keys.

Fernandina Harbor, with a view to such extensions of the depth and width of the channel in front of the town as will meet the requirements of commerce.

Harbor at Saint Petersburg.

Caloosahatchee River.

Oklawaha River, from its mouth to Lake Eustis.

Withlacoochee River, from Port Inglis to the anchorage in the Gulf, with a view of straightening the channel and making it one hundred feet in width and ten feet in depth.

Sebastian Inlet.

## Georgia.

## GEORGIA.

Brier Creek to Garnett.

Oconee River, from Georgia railroad bridge to the northern boundary of Greene County.

Oconee River, from Georgia railroad bridge at Milledgeville, to Central of Georgia railway bridge at Oconee station, Washington County.

Ocmulgee River, from the city bridge at Fifth street, Macon, to Juliet, Monroe County.

Brunswick Harbor, inner and outer.

Savannah Harbor, resurvey, with a view to securing a channel depth of twenty-six feet to the sea.



## IDAHO.

Idaho.

Clearwater River, with a view to barge navigation.

## ILLINOIS.

Illinois.

Ohio River, at and near Metropolis.

Mississippi River at Hamburg Bay, with a view to preventing the formation of a bar at the mouth of said bay.

West Fork of the South Branch of the Chicago River, with a view to securing a twenty-one foot channel.

## INDIANA.

Indiana.

Indiana Harbor, with a view to ascertaining what improvements are required in the channels affording access to said harbor and for the protection of such channels and harbor.

## KENTUCKY.

Kentucky.

Green River, from Lock Numbered Six to Munfordville.

## LOUISIANA.

Louisiana.

Mermentau River, from its headwaters at the junction of Bayous des Cannes and Nez Pique (including those portions of Lake Arthur, Grand Lake, and White Lake lying directly across its course) to a point in the Gulf of Mexico beyond the bar at its mouth, with a view of securing a permanent channel to a depth of at least twenty feet.

Calcasieu Lake and River, from the mouth of Calcasieu Pass to the head of navigation in Calcasieu River.

## LOUISIANA AND TEXAS.

Louisiana  
and Texas.

Inland waterway from the Rio Grande River, Texas, to a connection with the Mississippi River at Donaldsonville, Louisiana, said examination to be made in sections, as follows:

First. From the Rio Grande River to Aransas Pass, including a navigable channel from Corpus Christi through Turtle Cove to Aransas Pass.

Second. From Aransas Pass to West Galveston Bay Channel at the Brazos River, including a channel from Aransas Pass to Victoria on the Guadalupe River, and to Cuero.

Third. From the Brazos River to Sabine Pass.

Fourth. From Sabine Pass to Donaldsonville.

A survey and estimate shall be made of the following portions of the above waterway, to wit: From Aransas Pass, via Turtle Cove, to Corpus Christi; and from Aransas Pass to and up the Guadalupe River to Victoria, and from Victoria to Cuero.

## Maine.

## MAINE.

Cape Porpoise Harbor, with a view to the removal of obstructions at the entrance.

Portland Harbor, with a view to including Fore River above Portland Bridge and the entrance to Back Cove.

Long Cove, with a view to the removal of two ledges.

North Haven.

Hendricks Harbor, with a view to rock removal.

Kennebec River, from the mouth to Gardiner.

Penobscot River at Bangor.

South branch of the Penobscot River at and near Frankfort.

Center Harbor, Brooklin, with a view to the construction of a breakwater and removal of ledge.

## Maryland.

## MARYLAND.

Crisfield Harbor.

Elk River.

Wicomico River [<sup>a</sup>], from its mouth to Salisbury.

Kent Narrows.

Tyaskin [Wetipquin] Creek at and near Tyaskin.

## Massachusetts.

## MASSACHUSETTS.

Beverly Harbor.

Kingston Harbor.

Mystic River to the upper limits of the city of Somerville.

New Bedford and Fair Haven harbors, with a view to obtaining additional anchorage grounds and increased depth.

Winthrop Head and Allerton Point, with a view to the necessity of constructing a sea wall to protect navigation.

Dorchester Bay and Neponset River.

Saugus River.

Essex River.

Ipswich River.

## Michigan.

## MICHIGAN.

Manistee Harbor, with a view to obtaining a uniform depth of eighteen feet.

Rogers City, with a view to construction of a harbor of refuge.

Lake Harbor, with a view to obtaining a harbor of ten feet.

River Rouge.

Caseville.

Pentwater Harbor, with a view to obtaining a depth of sixteen feet.

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<sup>a</sup> On the eastern shore.

South shore of Lake Superior, in the vicinity of Keweenaw Point, with a view to determining whether a harbor of refuge should be established in that locality.

Ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo, with a view to obtaining depths of twenty-two and twenty-five feet, respectively, and sufficient width.

#### MINNESOTA AND WISCONSIN.

Minnesota  
and Wisconsin.

Saint Croix River.

#### MINNESOTA.

Minnesota.

Rainy River.

Big and Little Fork rivers.

Survey of Lake Minnetonka, for the purpose of charting only.

#### MINNESOTA AND NORTH DAKOTA.

Minnesota  
and North Dakota.

Red River of the North, from Fargo to the international boundary line.

#### MISSISSIPPI.

Mississippi.

Big Sunflower River, with a view to obtaining continuous navigation from its mouth to the railroad bridge at Clarksdale.

Pearl River, from the mouth to Rockport.

Pearl River, from Edinburg to Lake Burnside.

Wolf and Jordan rivers, with a view to the removal of bars at the mouths thereof.

Tallahatchie River, from the mouth of Coldwater River to Batesville.

Anchorage basin at Gulfport, and channel therefrom to the anchorage or roadstead at Ship Island, with a view to obtaining a sufficient depth and width. Also Ship Island Pass, between Ship and Cat islands.

#### MISSOURI.

Missouri.

Harbor and approaches to Saint Louis, with a view to preventing floods by reason of obstructions in the Mississippi River.

#### NEW JERSEY.

New Jersey.

Arthur Kill, on westerly side, from a point opposite the north end of Pralls Island to about two thousand feet north of Piles Creek, and Piles Creek up to Long Branch Railroad.

Cold Spring Inlet, Cape May, with a view to securing a channel from the inside harbor to deep water and the creation of a harbor of refuge.

A channel from the Kill von Kull north of Shooters Island to the existing channel near to Corner Stake Light,

including the reef at Bergen Point Light, with a view to obtaining a depth of sixteen feet.

Newark Bay and Passaic River from Staten Island Sound to the Montclair and Greenwood Lake Railroad bridge, with a view to providing increased depth and width.

Old South River.

Periwig Bar in the Delaware River, between Trenton and Bordentown.

Atlantic Highlands, with a view to the location of a breakwater.

Maurice River.

Cohansey River.

#### New York.

#### NEW YORK.

Bay Ridge Channel, with a view to the construction of a breakwater opposite the wharves.

Lloyds Harbor, with a view to improving the channel between Huntington Bay and Cold Spring Harbor.

Buffalo Breakwater, with a view to ascertaining what modifications, if any, are required.

Clayton Harbor.

Hudson River, with a view to extending the existing project to Waterford.

Saint Lawrence River at or near the Thousand Islands Park.

New York Bay from Kill von Kull to a point in the vicinity of Liberty Island west of Robbins Reef Light-House, with a view to a twenty-one foot channel of sufficient width.

Mouth of Black River.

Wappinger Creek, with a view to rock removal.

Hay Harbor, Fishers Island.

Morristown Harbor.

Dexters Harbor.

Fire Island Inlet, with a view to the construction of a breakwater.

#### North Carolina.

#### NORTH CAROLINA.

Inland waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina, with a view to obtaining a channel of a depth of ten and twelve feet, respectively, upon the most advantageous route between the points named. Such examination and survey shall be made by a board of engineer officers detailed by the Secretary of War, and they shall report upon the character and probable cost of any private waterways which it may be desirable to acquire in connection with, or as a part of the proposed improvement.

Pamlico and Tar rivers, with a view to obtaining a depth of ten feet below Washington, and four feet above as far as Greenville, with suitable widths.

Bennetts River at and above Gatesville.

Meherrin River, from the mouth thereof to the town of Murfreesboro.

Northeast River.

Shallotte River, from its mouth to the town of Shallotte.

#### OREGON.

Oregon.

Astoria Harbor.

Clatskanie River, with a view to straightening the channel between Beaver Slough and Wallace Slough.

#### OHIO.

Ohio.

Ashtabula Harbor, with a view to the extension of the easterly arm of the breakwater.

Cleveland Harbor, with a view to obtaining wharf room for the storage of material and plant and other Government property.

#### PENNSYLVANIA.

Pennsylvania.

Delaware River, shoal opposite Greenwich coal piers, with a view to its removal.

#### RHODE ISLAND.

Rhode Island.

Pawtuxet Cove.

Newport Harbor, with a view to extending the space for light-draft anchorage in the southern part thereof.

Pawtucket River, with a view to deepening the channel to eighteen feet.

#### TENNESSEE.

Tennessee.

Mississippi River, from the town of Ashport, Tennessee, to the highlands above overflow at or near the town of Fort Pillow, and from Ashport east to the highlands above overflow in Lauderdale County, with a view to improving navigation of said section of the river and preventing overflow.

Big Sandy River from mouth to Big Sandy.

#### TEXAS.

Texas.

Galveston Channel, with a view to enlargement and extension farther west, and the Secretary of War is authorized and directed to ascertain the rights of the United States in land bordering upon said channel, or to be created by excavations therefrom, and to make such recommendations with respect thereto as he may deem desirable.

Galveston Harbor, with a view of obtaining a uniform depth of thirty feet.

-- Sulphur River.

Port Bolivar, with a view to obtaining a channel three hundred feet wide, of depths of twenty-five and thirty feet, respectively, to deep water.

Matagorda Bay, with a view to obtaining a channel to Matagorda.

Virginia.

VIRGINIA.

Coan River, upper portion.

Warwick Creek.

Norfolk Harbor, including the eastern and southern branches thereof, and from the Norfolk channel of the Elizabeth River to the drawbridge across the Western Branch.

- Upper Machodoc Creek.

Occoquan Creek.

Quantico Creek.

Blackwater Creek.

Channel from deep water in Hampton Roads to the Norfolk Navy-Yard, with a view to widening and straightening the same, and to submit estimates for increasing the depth thereof to twenty-five feet and thirty feet, respectively.

Washington.

WASHINGTON.

Olympia Harbor.

Everett Harbor, with a view to the extension of the dike and of the dredged area.

Ilwaco Harbor, with a view to deepening the channel near the harbor and near to Sand Island to a depth of eight feet.

Duwamish River.

Willapa River from South Bend to Raymond, with a view to obtaining depths of twelve and eighteen feet, respectively.

Grays Harbor, inner portion, and Chehalis River to Montesano.

Harbor at Anacortes.

General survey or examination of Columbia River and tributaries above Celilo Falls including that portion between Wenatchee and Kettle Falls, with a view to open channel work.

West Vir-  
ginia.

WEST VIRGINIA.

Mouth of Deckers Creek at its confluence with the Monongahela River, with a view to securing for a distance of one thousand six hundred feet a channel with the same depth of water as in said Monongahela River, and restoring and improving the harbor destroyed by flood.

Wisconsin.

WISCONSIN.

Oconto Harbor, with a view to the modification of the present plan and the construction of a harbor near the

mouth of the river with depths of sixteen and eighteen feet, respectively.

Survey of Lake Winnebago, for the purpose of charting only.

#### TERRITORY OF ALASKA.

Alaska.

Saint Michael Canal, with a view to straightening and otherwise improving the same.

#### TERRITORY OF PORTO RICO.

Porto Rico.

Harbor of San Juan, with a view of obtaining sufficient anchorage grounds, and depths, respectively, of twenty-four and thirty feet in the channels reaching thereto.

Harbor at Ponce.

Harbor at Mayaguez.

Great Harbor, Culebra Island, with a view to providing a sufficient entrance or entrances thereto.

#### TERRITORY OF HAWAII.

Hawaii.

Harbor at Hilo, Island of Hawaii, with a view to the construction of a breakwater along Blonde Reef to Coconut Island.

#### MIDWAY ISLANDS.

Midway Islands.

Welles Harbor, Midway Islands.

Approved, March 3, 1905.

**CHAP. 1483.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and six, and for other purposes.

Mar. 3, 1905.  
Vol. 33, p.  
1156.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and six, namely:

[H. R. 18969.]  
[Public, No. 216.]

Sundry civil expenses appropriations.

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Rivers and harbors.

Improving harbor at Charleston, South Carolina: For continuing improvement in completion of contract authorization, twenty-five thousand dollars.

Charleston, S. C.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Vol. 29, p. 202.  
Ante, p. 742.

Improving Portland Harbor, Maine: Continuing improvement, one hundred thousand dollars, and the Secretary of War is hereby authorized to modify the project

Portland, Me.  
Back Cove.

- Vol. 29, p. 202. for improvement adopted by the Act of June third, 1822.  
*Ante*, p. 744. eighteen hundred and ninety-six, so as to continue the depth of thirty feet at mean low tide for the width of about three hundred feet up Fore River as far as the Boston and Maine Railroad bridge, and to secure a channel of entrance to Back Cove of the same depth and width: *Provided*, That the total cost of work heretofore and herein authorized to be done shall not exceed the limit of cost fixed by the Act of June third, eighteen hundred and ninety-six.
- Proviso.*  
 Maximum cost. Improving harbor at Buffalo, New York: For continuing improvement, one hundred and forty-three thousand five hundred and six dollars.
- Cleveland, Ohio. Improving harbor at Cleveland, Ohio: For continuing improvement, one hundred and eighty thousand eight hundred dollars.
- Cumberland Sound, Ga. and Fla. Improving Cumberland Sound, Georgia and Florida: For continuing improvement in completion of contract authorization, forty thousand dollars.
- San Pedro, Cal. Improving harbor at San Pedro, California: For continuing construction of breakwater, four hundred and sixty thousand dollars.
- Winyah Bay, S. C. Improving Winyah Bay, South Carolina: For continuing improvement of harbor at Winyah Bay, seventy-five thousand dollars.
- Vol. 30, p. 1121. For works authorized by the river and harbor Act of 1821.  
*Ante*, p. 843. eighteen hundred and ninety-nine, as follows:  
 Gowanus Bay, N. Y. Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, two hundred thousand dollars.
- Black River (Lorain), Ohio. Improving harbor at Black River, Ohio: For continuing improvement, in completion of contract authorization, of harbor at mouth of Black River, Lorain, Ohio, twenty thousand dollars.
- Ambrose channel, N. Y. Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, seven hundred and fifteen thousand five hundred and ten dollars.
- Ohio River below Pittsburg, Pa. Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement in completion of contract authorization by the construction of Dams Numbered Thirteen and Eighteen, one hundred thousand dollars.
- Toledo, Ohio. Improving harbor at Toledo, Ohio: For continuing improvement, one hundred and sixty-one thousand dollars.
- Vol. 32, p. 331. For works authorized by the river and harbor Act of 1821.  
*Ante*, p. 949. nineteen hundred and two, as follows:  
 Boston, Mass. Improving harbor at Boston, Massachusetts: For continuing improvement by providing channels thirty-five feet deep, and of authorized widths, from the navy-yard at Charlestown and the Chelsea and Charles River



bridges to President Roads, and thence by route designated as numbered three through Broad Sound to the ocean, nine hundred and seventy thousand dollars.

Improving harbor at Gloucester, Massachusetts: For continuing improvement in accordance with the approved and modified project, fifty thousand dollars. Gloucester, Mass.

Improving Lake Erie entrance to Black Rock Harbor and Erie Basin, New York: For continuing improvement, fifty-two thousand dollars. Lake Erie, N. Y. Black Rock Harbor.

Improving Arthur Kill, New York and New Jersey: For continuing improvement of channel from Kill von Kull to Raritan Bay, seventy thousand dollars. Arthur Kill, N. Y. and N. J.

Improving harbor at Savannah, Georgia: For continuing improvement in completion of contract authorization, one hundred and seventy-five thousand dollars. Savannah, Ga.

Improving harbor at Cleveland, Ohio: For continuing improvement in accordance with the plan for new harbor entrance and breakwater extension, four hundred and fifty thousand dollars. Cleveland, Ohio.

Improving Passaic River, New Jersey: For continuing improvement from the Montclair and Greenwood Lake Railroad bridge to deep water in Staten Island Sound, seventy-five thousand dollars. Passaic River, N. J.

Improving Great Pedee River, South Carolina: For continuing improvement of upper portion of river, fifteen thousand dollars. Great Pedee River, S. C.

Improving of Saint Johns River, Florida: For continuing improvement from Jacksonville to the ocean in completion of contract authorization, two hundred and five thousand dollars. St. Johns River, Fla.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement, in completion of contract authorization, by the construction of locks and dams, numbered one, two, and three in the Tombigbee and Warrior rivers, fifteen thousand dollars. Black Warrior, Warrior, and Tombigbee rivers, Ala.

Improving Southwest Pass, Mississippi River: For continuing improvement in accordance with the approved or modified project as authorized, one million two hundred and fifty thousand dollars. Mississippi River. Southwest Pass.

Improving Mississippi River from mouth of Ohio River to Minneapolis, Minnesota: For continuing improvement, in completion of contract authorization, from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and fifty thousand dollars. And the Secretary of War is authorized to examine the materials furnished and the work and labor done since November first, nineteen hundred, to May twenty-second, nineteen hundred and one, in accordance with the method and system and under the plans of the United States engineer officers in charge to prevent the erosion of the banks at or near Sawyers Bend, in the harbor of Saint Louis, so as to improve the channel and preserve the protection works at From the mouth of the Ohio to the Missouri.

said point, and to ascertain the reasonable value of such materials, work, and labor so furnished and done, and to pay out of said sum herein authorized for so much of the same as was in the interest of navigation; not, however, to exceed the sum of fifteen thousand six hundred and seventy-nine dollars and eighty-four cents.

**Missouri River to St. Paul, Minn.** For continuing improvement, in completion of contract authorization, from the mouth of the Missouri River to Saint Paul, Minnesota, four hundred thousand dollars.

**Ouachita and Black rivers, Ark. and La.** Improving Ouachita River, Arkansas and Louisiana: For continuing improvement of Ouachita and Black rivers, Arkansas and Louisiana, in completion of contract authorization, by the construction of lock numbered four, near Monroe, Louisiana, and of lock numbered six, near Roland Raft, Arkansas, twelve thousand dollars.

**Tennessee River.** Improving Tennessee River below Chattanooga, Tennessee, Alabama, and Kentucky: For continuing improvement at Colbert and Bee Tree shoals by the construction of a lateral canal, in completion of contract authorization, fifty thousand dollars.

**Ohio River. Dam No. 37.** Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement by the construction of lock and dam numbered thirty-seven, fifty thousand dollars.

**Big Sandy River, W. Va. and Ky.** Improving Big Sandy River, West Virginia and Kentucky: For continuing improvement in completion of contract authorization by the construction of locks and dams on Big Sandy River and Tug and Levisa forks of the same, eighty-five thousand dollars.

**Detroit River, Mich.** Improving Detroit River, Michigan: For continuing improvement from Detroit to Lake Erie, in accordance with "Plan A," five hundred thousand dollars.

**St. Marys River, Mich.** Improving Middle and West Neebish Channels, Saint Marys River, Michigan: For continuing improvement, one million two hundred thousand dollars.

**Mormon channel, Cal.** Improving Stockton and Mormon channels, California: For continuing improvement by dredging and by the construction of a canal to divert the waters of Mormon Channel into Calaveras River at and near the city of Stockton, forty-nine thousand three hundred and sixteen dollars.

#### UNDER THE MISSISSIPPI RIVER COMMISSION.

**Mississippi River Commission. From Head of Passes to the Ohio.** Improving Mississippi River: For continuing improvement in completion of contract authorization of Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries and clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million dollars.

\* \* \* \* \*

**Governors Island, N. Y.** ENLARGEMENT OF GOVERNORS ISLAND, NEW YORK: For continuing plan of improvement for the enlargement of Governors Island, New York Harbor, by wharf work,

dredging, bulkhead, and filling, one hundred thousand dollars<sup>[a]</sup>.

\* \* \* \* \*

CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars. California Débris Commission. Vol. 27, p. 507. Ante, p. 659.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: New York Harbor. Deposits.

For pay of inspectors, deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars; Inspectors, etc.

For pay of crews and maintenance of six steam tugs and one launch, sixty-five thousand dollars; Crews, tugs, etc.

For general repairs and overhauling steam tugs, ten thousand dollars; Repairs.

In all, eighty-five thousand two hundred and sixty dollars.

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#### PUBLIC PRINTING AND BINDING.

\* \* \* \* \*

\* \* \* *Provided further*, That hereafter no part of the appropriations made for printing and binding shall be used for any illustration, engraving, or photograph in any document or report ordered printed by Congress unless the order to print expressly authorizes the same, nor in any document or report of any executive department or other Government establishment until the head of the executive department or Government establishment shall certify in a letter transmitting such report that the illustration is necessary and relates entirely to the transaction of public business. Public printing and binding. Restriction on illustrations, etc.

\* \* \* \* \*

Approved, March 3, 1905.

**CHAP. 1484.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and five, and for prior years, and for other purposes. Mar. 3, 1905. Vol. 33, p. 1214.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* \* \* \* \* \* [H. R. 19150.]  
[Public, No. 217.]  
Deficiencies appropriations,

\* \* \* \* \*

<sup>a</sup> All of this appropriation is for work assigned to the Engineer Department.

Public print-  
ing and binding.

PRINTING AND BINDING.

Restriction on  
printing books  
by Departments.

\* \* \* \* \*

Hereafter no book or document not having to do with the ordinary business transactions of the Executive Departments shall be printed on the requisition of any Executive Department or unless the same shall have been expressly authorized by Congress.

\* \* \* \* \*

Approved, March 3, 1905.

Mar. 3, 1905.  
Vol. 33, pt. 2, p.  
2071.

**CHAP. 1801.**—An Act To reimburse the Illinois Central Railroad Company for damage to Union Depot at Louisville, Kentucky, by blasting in the Ohio River.

[H. R. 11664.]  
[Private, No. 1563.]

Illinois Central  
Railroad Com-  
pany.

Payment to, on  
account of dam-  
ages from blast-  
ing operations in  
Louisville and  
Portland Canal,  
Ky.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to the Illinois Central Railroad Company, out of any money in the Treasury not otherwise appropriated, the sum of sixty dollars and eighty-two cents for reimbursement of damages to the roof of the Union Depot and train shed at Seventh and River streets, Louisville, Kentucky, by blasting operations conducted by the Government in connection with the improvement of the Ohio River.

Approved, March 3, 1905.

Feb. 5, 1906.  
Vol. 34, pp. 10,  
11.

**CHAP. 82.**—An Act To authorize the Mobile Railway and Dock Company to construct and maintain a bridge or viaduct across the water between the end of Cedar Point and Dauphin Island.

[S. 1747.]  
[Public, No. 11.]

Mobile Bay,  
Ala.  
Mobile Rail-  
way and Dock  
Company may  
bridge.

Location.

Unobstructed  
navigation.

Construction  
of wharves, etc.

*Provides.*  
Lawful struc-  
tures and post  
routes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Mobile Railway and Dock Company, a corporation created and existing under an act of the general assembly of the State of Alabama, be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the water between Cedar Point and Dauphin Island, in Mobile County, State of Alabama, said bridge or viaduct to be constructed so as not to obstruct navigation between Mobile Bay and Mississippi Sound.

**SEC. 2.** That said Mobile Railway and Dock Company is authorized to build wharves and docks out from the east end of Little Dauphin Island into the waters of Mobile Bay and to dredge a channel from the deep water of the said bay to the terminal of wharves and into said docks: *Provided,* That any bridge, wharves, or docks constructed under this Act and according to its limitations shall be a lawful structure and shall be known and recognized as a post route, and the same is hereby declared to be a post route, upon which also no higher charge shall be

made for the transportation over the same of the mails, the troops, or munitions of war of the United States than the rate per mile paid for transportation over railroads or public highways leading to the said bridge, and the United States shall have the right of way for a postal telegraph across said bridge: *Provided also*, That all railroad companies desiring the use of said bridge, wharves, or docks shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case of any disagreement between the parties in regard to the terms of such use or the sums to be paid, all matters at issue shall be determined by the Secretary of War, upon hearing the allegation and proofs submitted to him.

Telegraph  
rights.

Use by other  
roads.

Compensation.

Secretary of  
War to approve  
plans, etc.

SEC. 3. That the bridge and drawbridges, wharves, and docks authorized to be constructed under this Act shall be located and built and subject to such regulations for the security of the navigation of said pass and Mobile Bay as the Secretary of War shall prescribe; and the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and drawbridges, wharves, and docks, and a map of the location giving for the space of one-half mile on each side of said bridge and wharves, the direction and strength of the currents, and the soundings accurately showing the bed of the water, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge and drawbridges, wharves, and docks are approved by the Secretary of War work thereon shall not be commenced; and should any change be made in the plan of said bridge and drawbridges, wharves, or docks during the progress of construction or after completion such change shall be subject to the approval of the Secretary of War.

Changes.

Amendment.

SEC. 4. That Congress reserves the right to alter, amend, or repeal this Act at any time; and if at any time navigation between Mississippi Sound and the Bay of Mobile shall in any manner be obstructed or impaired by the said works, the Secretary of War shall have authority, and it shall be his duty, to require the said company to alter or remove the said works at its own expense, in such manner as may be proper to secure free and complete navigation without impediment.

\* \* \* \* \*

SEC. 6. \* \* \* and if actual construction of the works herein authorized shall not be commenced within one year from the passage of this Act and be completed within five years from same date, the rights and privileges hereby granted shall cease and be determined.

Time of con-  
struction.

Approved, February 5, 1906.

Feb. 16, 1906.  
Vol. 34, p. 14.

[H. R. 8442.]  
[Public, No.  
16.]

Rock River.  
Dam, etc., at  
Grand Detour,  
Ill., authorized.

Use of water  
supply.

Provisos.  
Secretary of  
War to approve  
plans, etc.

Changes.

Fishways.

Lock.

**CHAP. 256.**—An Act Permitting the building of a dam across the Rock River at Grand Detour, Illinois.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to Spencer B. Newberry and George A. Blackford, both of the city of Sandusky, Erie County, Ohio, and Charles H. Hughes, of Dixon, Lee County, Illinois, their heirs, administrators, successors, and assigns, to build, operate, and maintain a dam across Rock River near Grand Detour, Illinois, at any point within one mile distant from the center of section thirteen, township twenty-two north, range nine east of the fourth principal meridian, in the State of Illinois, for the development of water power and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed; and the said Spencer B. Newberry, George A. Blackford, and Charles H. Hughes, their heirs, administrators, successors, and assigns, are hereby authorized and empowered to draw and divert by canal, flume, or race from the pool formed by the construction of the above dam and works incident thereto, such supply of water as may be required for the full development and utilization of said water power and to conduct said water through the canal reservation in Grand Detour and discharge the same into said Rock River at or near the westerly end of said canal reservation, and also for that purpose to construct, operate, and maintain such structures and improvements as may be required: *Provided*, That the plans for the construction of the said dam, canal, and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said Spencer B. Newberry, George A. Blackford, and Charles H. Hughes, their heirs, administrators, successors, and assigns, shall not deviate from such plans after such approval either before or after the completion of the structures therein described, unless the modification of said plans shall have been previously submitted to and received the approval of the Chief of Engineers and Secretary of War: *And provided further*, That suitable fishways shall be constructed and maintained by the grantees under the Act at their own expense, as may be required from time to time by the United States Fish Commission: *And provided further*, That the said dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time control the said dam so far as shall be necessary for the purposes of navigation, but shall not destroy or impair the water power

developed by said dam, canal, and appurtenant structures to a greater extent than shall be necessary to provide proper facilities for navigation, and other purposes of public interest.

SEC. 2. That in case any litigation arises from the building, operation, and maintenance of said dam, canal, and appurtenant works, or from the obstruction of the river by the same, or any damages resulting to private property by overflow or otherwise, proceedings to adjust, determine, and to recover compensation for such damages shall be instituted either in the State or Federal courts.

Litigation.

SEC. 3. That this Act shall be null and void unless the dam, canal, and appurtenant works herein authorized be commenced within three years and completed within six years from the time of the passage of this Act.

Time of construction.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 16, 1906.

**CHAP. 501.**—An Act Authorizing the Pea River Power Company to erect a dam in Coffee County, Alabama.

Feb. 23, 1906.  
Vol. 34, p. 18.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Pea River Power Company, a corporation, be, and is hereby, authorized to erect, build, have, and maintain a steel and concrete dam, or dam of other material, on Pea River, at a point four miles below, or about four miles below, the town of Elba, in Coffee County, State of Alabama: *Provided*, That the plans of said dam shall be submitted to and be approved by the Chief of Engineers and the Secretary of War before construction is commenced; and the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications in the construction of said dam as he may deem advisable in the interests of navigation: *Provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges; and suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained on said dam.

[H. R. 7085.]  
[Public, No. 20.]Pea River, Ala.  
Pea River  
Power Company  
may dam.

Location.

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

Changes.

Sluiceways.

Fishways.

SEC. 2. That this Act shall be null and void unless the dam herein authorized is commenced within one year and completed within three years from the date hereof.

Time of construction.

SEC. 3. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 23, 1906.

Feb. 27, 1906.  
Vol. 34, pp. 27,  
29.  
[H. R. 12320.]  
[Public, No.  
28.]

**CHAP. 510.**—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and six, and for prior years, and for other purposes.

Urgent defi-  
ciency appropri-  
ations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen hundred and six, and for prior years, and for other objects hereinafter stated, namely:

	*	*	*	*	*
Quarantine Service.	QUARANTINE STATIONS.				
	*	*	*	*	*

Quarantine  
Island.  
Reclamation  
of.

For the reclamation of Quarantine Island, Honolulu, Hawaii, from the materials now being dredged from the harbor of Honolulu, to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, twenty thousand dollars.

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Approved, February 27, 1906.

Mar. 6, 1906.  
Vol. 34, p. 52.  
[H. R. 297.]  
[Public, No.  
35.]

**CHAP. 517.**—An Act To authorize the construction of dams and power stations on the Tennessee River at Muscle Shoals, Alabama.

Tennessee  
River.  
Dams at Mus-  
cle shoals, Ala.,  
authorized.  
Vol. 34, p. 1094.  
Post, p. 1248.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any person, company, or corporation having authority therefor under the laws of the State of Alabama may hereafter erect, maintain, and use a dam or dams in or across the Tennessee River, in the State of Alabama, at such points at Muscle Shoals as they may elect, and the Secretary of War may approve, between a point on the southern side of the river opposite to, or below the head or opening of the canal constructed by the United States on the north side of the river, on the east, and the western line of section sixteen, township three, range ten on the west, for the purpose of erecting, operating, and maintaining power station and to maintain inlet and outlet races or canals and to make such other improvements on the southern bank of the Tennessee River, between the two points above mentioned, as may be necessary for the development of water power and the transmission of the same, subject always to the provisions and requirements of this Act, and to such conditions and stipulations as may be imposed by the Chief of Engineers and the Secretary of War for the protection of navigation and the property and other interests of the United States.

Construction,  
etc., of power  
stations.

Secretary of  
War to approve  
plans, etc.

**SEC. 2.** That detailed plans for the construction and operation of a dam or dams and other appurtenant and



necessary works shall be submitted by the person, company, or corporation desiring to construct the same to the Chief of Engineers and the Secretary of War, with a map showing the location of such dam or other structures with such topographical and hydrographic data as may be necessary for a satisfactory understanding of the same, which must be approved by the Chief of Engineers and the Secretary of War before work can be commenced on said dam or dams or other structures; and after such approval of said plans, no deviation whatsoever therefrom shall be made without first obtaining the approval of the Chief of Engineers and the Secretary of War: *Provided*, That the constructions hereby authorized do not interfere with the navigation of Muscle Shoals Canal or the navigation of the Tennessee River: *And provided further*, That said dam or dams and works shall be limited only to the use of the surplus water of the river, not required for the navigation of the Muscle Shoals Canal or the Tennessee River, and that no structures shall be built and no operations conducted by those availing themselves of the provisions of this Act which shall injure or interfere with the navigation of the Muscle Shoals Canal or impair the usefulness of any improvement made by the Government in the interest of navigation.

*Provisos.*  
Unobstructed  
navigation.

Restrictions.

Locks, etc.

SEC. 3. That the Government of the United States reserves the right, at any time that the improvement of the navigation of the Tennessee River demands it, to construct, maintain, and operate, in connection with any dam or other works built under the provisions of this Act, suitable lock or locks or any other structures for navigation purposes, and at all times to control such dam or dams or other structures, and the level of the pool caused by such dam or dams, to such an extent as may be necessary to provide facilities for navigation; and whenever Congress shall authorize the construction of such lock or other structures, the person, company, or corporation owning and controlling such dam or dams or other structures shall convey to the United States, under such terms as Congress shall prescribe, titles to such land as may be required for the use of such lock and approaches, and in addition thereto shall grant to the United States, free of cost, the free use of water power for building and operating such constructions: *Provided also*, That the person, company, or corporation building, maintaining, or operating any dam or dams or other structures under the provisions of this Act shall be liable for any damage that may be inflicted thereby upon private property, either by overflow or otherwise, in a court of competent jurisdiction. The person, company, or corporation owning or operating any such dam shall maintain, at their own expense, such lights and other signals thereon and such fishways as the Secretary of Commerce and Labor shall prescribe.

*Proviso.*

Damages.

Lights, etc.

Failure to  
comply with  
stipulations,  
etc.

Time of con-  
struction.

Existing rights  
not affected.

Amendment.

SEC. 4. That all the rights acquired under this Act shall cease and be determined if the person, company, or corporation acquiring such right shall at any time fail to comply with any of the provisions or requirements of this Act, or with any of the stipulations that may be prescribed by the Chief of Engineers and the Secretary of War, or in case a person, company, or corporation authorized by the laws of the State of Alabama to erect and maintain a dam and improvements as contemplated by this Act shall fail to begin the erection of said dam and improvements within two years after being so authorized and shall fail to complete the same within five years after obtaining such authority.

SEC. 5. That the provisions of this Act shall in no manner interfere with or impair the rights of any person, company, or corporation heretofore authorized by Congress to erect a dam or other structures for the development of water power on the Tennessee River.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, March 6, 1906.

Mar. 15, 1906.  
Vol. 34, p. 824.

[No. 9.] Joint Resolution For a report, and so forth, upon the preservation of Niagara Falls.

[H. J. R. 83.]  
[Pub. Res., No.  
9.]

Niagara Falls.  
International  
Waterways Com-  
mission to report  
on preservation  
of.

Vol. 32, p. 373.  
*Ante*, p. 1007.

Vol. 34, p. 626.  
*Post*, p. 1192.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the members representing the United States upon the International Commission created by section four of the river and harbor Act of June thirteenth, nineteen hundred and two, be requested to report to Congress, at an early day, what action is, in their judgment, necessary and desirable to prevent the further depletion of water flowing over Niagara Falls; and the said members are also requested and directed to exert, in conjunction with the members of said Commission representing the Dominion of Canada, if practicable, all possible efforts for the preservation of the said Niagara Falls in their natural condition.

Approved, March 15, 1906.

Mar. 16, 1906.  
Vol. 34, p. 65.

**CHAP. 953.**—An Act Permitting the building of a dam across the Red Lake River at or near the junction of Black River with said Red Lake River in Red Lake County, Minnesota.

[S. 4128.]  
[Public, No.  
49.]

Red Lake  
River, Minn.  
Dam by Wil-  
liam J. Murphy  
authorized.  
Location.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to William J. Murphy, his successors and assigns, to build a dam across the Red Lake River at or near the junction of the Black River, so called, with said Red Lake River,

in Red Lake County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said William J. Murphy, his successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce at the expense of the owners such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained at said dam by the said William J. Murphy, his successors or assigns.

*Proviso.*  
Secretary of  
War to approve  
plans.

Modification of  
plans.

Sluiceway.

Lock.

Changes.

Fishways.

Litigation.

*Proviso.*  
Existing laws  
not affected.

SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of same.

Time of con-  
struction.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 16, 1906.

Mar. 22, 1906.  
Vol. 34, p. 84.

[H. R. 15649.]  
[Public, No.  
63.]

**CHAP. 1128.**—An Act Extending the time for the construction of the dam across the Mississippi River authorized by the Act of Congress approved March twelfth, nineteen hundred and four.

Mississippi  
River, Minn.  
Time extended  
for constructing  
dam (near Otse-  
go) by Minnesota  
Power and Trol-  
ley Company.  
Vol. 33, p. 67,  
amended.  
Ante, p. 1044.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That subject to all the other provisions contained in the Act of Congress entitled "An Act permitting the building of a dam across the Mississippi River between the counties of Wright and Sherburne, in the State of Minnesota," approved March twelfth, nineteen hundred and four, the time limitations for the construction and completion of the dam authorized by said Act are hereby extended until December thirty-first, nineteen hundred and eight.

Approved, March 22, 1906.

Apr. 5, 1906.  
Vol. 34, p. 102.

[H. R. 14808.]  
[Public, No.  
84.]

**CHAP. 1367.**—An Act Authorizing the Choctawhatchee Power Company to erect a dam in Dale County, Alabama.

Choctaw-  
hatchee River.  
Choctaw-  
hatchee Power  
Company may  
dam, near New-  
ton, Ala.

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

Sluiceway.

Fishways.

Time of com-  
pletion.

Amendment.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Choctawhatchee Power Company, its successors and assigns, be, and is hereby, authorized to erect, build, have, and maintain a steel and concrete dam, or dam of other material, on the Choctawhatchee River at a point above the Atlantic Coast Line Railroad bridge near Newton, on said river and in Dale County, Alabama: *Provided,* That the plans of said dam shall be submitted to and be approved by the Chief of Engineers and the Secretary of War before construction is commenced; and the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications in the construction of said dam as he may deem advisable in the interests of navigation: *Provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges; and suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained on said dam.

**SEC. 2.** That this Act shall be null and void unless the dam herein authorized is commenced within one year and completed within three years from the date hereof.

**SEC. 3.** That the right to amend or repeal this Act is hereby expressly reserved.

Approved, April 5, 1906.

**CHAP. 1368.**—An Act Permitting the building of a dam across the Saint Joseph River near the village of Berrien Springs, Berrien County, Michigan.

Apr. 5, 1906.  
Vol. 34, p. 102.

[H. R. 16671.]  
[Public, No. 85.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the Berrien Springs Power and Electric Company, a corporation organized under the laws of the State of Michigan, its successors and assigns, to construct, erect, and maintain a dam across the Saint Joseph River, in Berrien County, in the State of Michigan, at any point within two miles south of the highway bridge at Berrien Springs, together with all necessary works appurtenant thereto: *Provided*, That the plans of said dam shall be submitted to and be approved by the Chief of Engineers and the Secretary of War before construction is commenced; and the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications in the construction of said dam as he may deem advisable in the interest of navigation: *Provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges, and suitable gates, weirs, and sluices shall be provided in said dam and shall be so operated as to furnish at all times the flow of water necessary for the navigation of the Saint Joseph River below Berrien Springs; and suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained on said dam.

St. Joseph River, Mich.  
Berrien Springs Power and Electric Company may dam.  
Location.

*Provides.*  
Secretary of War to approve plans, etc.

Sluiceway.

Fishways.

SEC. 2. That before the construction of said dam shall be begun, the permission of the board of supervisors of Berrien County, Michigan, shall be obtained thereto, and compensation shall be made for all property taken or damages thereby occasioned according to the laws of the State of Michigan.

Damages.

SEC. 3. That this Act shall be null and void unless the dam herein authorized is commenced within one year and completed within three years from the date hereof.

Time of construction.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 5, 1906.

**CHAP. 1617.**—An Act To authorize the Capital City Improvement Company, of Helena, Montana, to construct a dam across the Missouri River.

Apr. 12, 1906.  
Vol. 34, p. 111.

[S. 4130.]  
[Public, No. 93.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of the Government is hereby given to the Capital City Improvement Company, of Helena, Montana, its successors or assigns, to construct across the Missouri River, at some point between the south line of township twelve north, range two west, and the north line of township fourteen north, range three west, Mon-

Missouri River, Mont.  
Capital City Improvement Company, of Helena, may dam (in vicinity of Buck rapids).

Canal, foot-bridges, etc.	tana meridian, to be determined by them and approved by the Secretary of War, a dam, canal, and appurtenances thereof, for water power, and other purposes, and in connection therewith a foot bridge, or bridges, for public use: <i>Provided</i> , That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of construction, and when so approved no change shall be made in said plans without the prior approval of the Chief of Engineers and the Secretary of War: <i>Provided further</i> , That whenever required to do so by the Secretary of War the said company shall construct and maintain in connection with said dam a suitable boom and log sluice; that suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained in said dam by said corporation, its successors and assigns; and shall obtain and convey to the United States, whenever requested to do so by the Secretary of War, clear title to such land as in his judgment may be required for constructions and approaches to said dam for transferring boats and freight around the same, and shall grant to the United States a free use of water power for operating such construction work; and to insure compliance with these conditions the said company shall execute and deliver to the Secretary of War a proper bond in such amount as may be fixed by him: <i>And provided further</i> , That the said company shall be liable for any damage to private property resulting from the construction and operation of said dam and appurtenant works, either by overflow or otherwise, and proceedings to recover compensation for such damage may be instituted either in the State or Federal courts.
<i>Provisos.</i> Secretary of War to approve plans, etc.	
Sluiceway. Boom, etc.	
Transfer of freight, etc.	
Bond.	
Damages.	
Time of construction.	SEC. 2. That this Act shall be null and void unless the structures herein authorized shall be commenced within one year and completed within three years from the date of approval hereof.
Amendment.	SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.
	Approved, April 12, 1906.

Apr. 23, 1906.  
Vol. 34, p. 136.  
[H. R. 15259.]  
[Public, No. 119.]

**CHAP. 1660.**—An Act To authorize the North Mississippi Traction Company to construct dams and power stations on the Bear River on the northeast quarter of section thirty-one, township five, range eleven, in Tishomingo County, Mississippi.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the North Mississippi Traction Company, their successors and assigns, having authority therefor under the laws of the State of Mississippi, may hereafter erect, maintain, and use a dam or dams in or across the Bear River, in the State of Mississippi, at such points on

Bear River,  
Miss.  
North Mississippi Traction Company may dam.  
Location,

the northeast quarter of section thirty-one, township five, range eleven, in Tishomingo County, Mississippi, as they may elect, for the purpose of erecting, operating, and maintaining power stations and to maintain inlet and outlet races or canals and to make such other improvements on Bear River as may be necessary for the development of water power and the transmission of the same, subject always to the provisions and requirements of this Act and to such conditions and stipulations as may be imposed by the Chief of Engineers and the Secretary of War.

SEC. 2. That detailed plans for the construction and operation of a dam or dams and other appurtenant and necessary works shall be submitted by said North Mississippi Traction Company, their successors and assigns, desiring to construct the same, to the Chief of Engineers and the Secretary of War, with a map showing the location of such dam or other structures, with such topographical and hydrographic data as may be necessary for a satisfactory understanding of the same, which must be approved by the Chief of Engineers and the Secretary of War before work can be commenced on said dam or dams or other structures; and after such approval of said plans no deviation whatsoever therefrom shall be made without first obtaining the approval of the Chief of Engineers and the Secretary of War: *Provided*, That the constructions hereby authorized do not interfere with the navigation of Bear River: *And provided further*, That said dam or dams and works shall be limited only to the use of the surplus water of the river, not required for the navigation of Bear River, and that no structures shall be built and no operations conducted by those availing themselves of the provisions of this Act which shall injure or interfere with the navigation of Bear River or impair the usefulness of any improvement made by the Government in the interest of navigation.

Secretary of War to approve plans, etc.

*Provisos.*  
Unobstructed navigation.  
Restriction.

SEC. 3. That the Government of the United States reserves the right, at any time that the improvement of the navigation of Bear River demands it, to construct, maintain, and operate, in connection with any dam or other works built under the provisions of this Act, suitable lock or locks or any other structures for navigation purposes, and at all times to control such dam or dams or other structures, and the level of the pool caused by such dam or dams, to such an extent as may be necessary to provide facilities for navigation; and whenever Congress shall authorize the construction of such lock or other structures, the person, company, or corporation owning and controlling such dam or dams or other structures shall convey to the United States, under such terms as Congress shall prescribe, titles to such land as may be required for the use of such lock and approaches, and in addition thereto shall grant to the United States, free of cost, the free use of water power for building and op-

Locks, etc.

*Proviso.*

*Damages.*

*Lights, etc.*

*Fishways.*

*Forfeiture.*

*Time of construction.*

*Prior rights not affected.*

*Amendment.*

erating such constructions: *Provided, also,* That the person, company, or corporation building, maintaining, or operating any dam or dams or other structures under the provisions of this Act shall be liable for any damage that may be inflicted thereby upon private property, either by overflow or otherwise, and the nearest State or Federal court shall have jurisdiction to hear suits to determine the amount of compensation for alleged damage. The person, company, or corporation owning or operating any such dam shall maintain, at their own expense, such lights and other signals thereon and such fishways as the Secretary of Commerce and Labor shall prescribe.

SEC. 4. That all the rights acquired under this Act shall cease and be determined if the person, company, or corporation acquiring such right shall at any time fail to comply with any of the provisions or requirements of this Act, or with any of the stipulations that may be prescribed by the Chief of Engineers and the Secretary of War, or in case a person, company, or corporation authorized by the laws of the State of Mississippi to erect and maintain a dam and improvements as contemplated by this Act shall fail to begin the erection of said dam and improvements within one year after being so authorized and shall fail to complete the same within three years after obtaining such authority.

SEC. 5. That the provisions of this Act shall in no manner interfere with or impair the rights of any person, company, or corporation heretofore authorized by Congress to erect a dam or other structures for the development of water power on the Tennessee River.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, April 23, 1906.

Apr. 23, 1906.  
Vol. 34, p. 131.

[H. R. 17987.]  
[Public, No.  
120.]

Columbia  
River, Oreg. and  
Wash.  
Appropriation  
for improvement  
of mouth.

**CHAP. 1661.**—An Act Making an appropriation for the improvement of the mouth of the Columbia River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of four hundred thousand dollars be, and is hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for continuing the improvement at the mouth of the Columbia River, Oregon and Washington, in accordance with the existing project.

Approved, April 23, 1906.



**CHAP. 1874.**—An Act To amend the Act approved March sixth, eighteen hundred and ninety-six, relating to the anchorage and movements of vessels in Saint Marys River.

Apr. 26, 1906.  
Vol. 34, p. 136.

[S. 4925.]  
[Public, No.  
127.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of the Act approved March sixth, eighteen hundred and ninety-six, entitled "An Act relating to the anchorage and movements of vessels in Saint Marys River" be, and hereby is, amended to read as follows [a]:

St. Marys River.  
Anchorage,  
etc., of vessels in.

Vol. 29, p. 54,  
amended.

"That the Secretary of Commerce and Labor be, and he hereby is, authorized and directed to adopt and prescribe suitable rules and regulations governing the movements and anchorage of vessels and rafts in Saint Marys River from Point Iroquois, on Lake Superior, to Point Detour, on Lake Huron, and for the purpose of enforcing the observance of such regulations the Secretary of the Treasury is hereby authorized to detail one or more revenue cutters for duty upon the request of the Secretary of Commerce and Labor on said river."

Secretary of  
Commerce and  
Labor to pre-  
scribe rules, etc.

Detail of reve-  
nue cutters.

SEC. 2. That section three of the Act of March sixth, eighteen hundred and ninety-six, aforesaid, be, and hereby is, amended to read as follows:

"SEC. 3. That in the event of the violation of any such regulations or rules of the Secretary of Commerce and Labor by the owners, master, or person in charge of such vessel, such owners, masters, or person in charge shall be liable to a penalty not exceeding two hundred dollars: *Provided*, That the Secretary of Commerce and Labor may remit said fine on such terms as he may prescribe: *Provided also*, That nothing in this Act shall be construed to amend or repeal the Act entitled 'An Act to regulate navigation on the Great Lakes and their connecting and tributary waters as far east as Montreal,' approved February eighth, eighteen hundred and ninety-five."

Penalty modi-  
fied.  
Vol. 29, p. 55,  
amended.

*Provisos.*  
Remission of  
fine.

Rules to pre-  
vent collisions  
not affected.  
Vol. 28, p. 645.

Approved, April 26, 1906.

<sup>a</sup> Only two other acts relating to the establishment of regulations for the anchorage of vessels are printed in this compilation, namely, that of May 16, 1888, concerning the port of New York, N. Y. (p. 480, *ante*), and that of Feb. 6, 1893, in regard to the harbors of Chicago, Ill., and waters of Lake Michigan adjacent thereto (p. 657, *ante*). Similar laws not printed herewith are as follows: Acts of Feb. 15, 1893 (Stats. L., vol. 27, p. 449), and June 19, 1906 (Stats. L., vol. 34, p. 299), both relating to quarantine anchorages; act of Mar. 2, 1895 (Stats. L., vol. 28, p. 740), relating to Potomac River at Washington, D. C.; act of Mar. 6, 1896 (Stats. L., vol. 29, p. 54), relating to St. Marys River, Mich.; sundry civil act of Mar. 3, 1899 (Stats. L., vol. 30, p. 1081), extending the provisions of the aforesaid act of May 16, 1888, concerning the port of New York, to include the waters of Kill van Kull, Newark Bay, Arthur Kill, and Raritan Bay; act of June 6, 1900 (Stats. L., vol. 31, p. 682), relating to Kennebec River at and near Bath, Me.; and act of Mar. 4, 1907 (Stats. L., vol. 34, p. 1383), relating to Hampton Roads, Va., and adjacent waters (during the continuance of the Jamestown Tercentennial Exposition).

May 1, 1906.  
Vol. 34, p. 155.

[H. R. 14508.]  
[Public, No.  
137.]

**CHAP. 2072.**—An Act Permitting the building of dams across the north and south branches of Rock River, adjacent to Vandruffs Island and Carrs Island, and across the cut-off between said islands, in Rock Island County, Illinois, in aid of navigation and for the development of water power.

Rock River, Ill.  
Samuel S.  
Davis may dam,  
in Rock Island  
County.

Location.

Canal, etc.

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

Locks, etc.

*Be it enacted, by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to Samuel S. Davis, of the city of Rock Island, in the county of Rock Island and State of Illinois, his heirs, executors, administrators, and assigns, to build, operate, and maintain dams across the north and the south branches or channels of Rock River adjacent to Vandruffs Island and to Carrs Island, and across the cut-off between said islands, in said county of Rock Island, State of Illinois, in aid of navigation and for the development of water power, together with such works and structures in connection therewith as may be necessary or convenient in the development of said power and the utilization of the power thereby developed; said dams may be built at or near the sites of the dams formerly existing across said branches and said cut-off, or at any place or places between said sites and the dams now constructed at or near the head of said Carrs Island for the purposes of the Illinois and Mississippi Canal, and the said Samuel S. Davis, his heirs, executors, administrators, and assigns are hereby authorized and empowered to draw and divert by canal, flume, or race, or canals, flumes, and races, from the pool formed by the construction of said dams and works incident thereto, such supply of water as may be required for the full and complete development and utilization of said water power, and to discharge the same into said Rock River or some branch or channel thereof at or near the lower part of said Vandruffs Island, or at some place or places on or near the north shore of said river or of the north branch or channel thereof opposite to or below said Vandruffs Island; and also for that purpose to construct, operate, and maintain such structures and improvements as may be necessary or convenient: *Provided*, That such dams shall not be built or commenced until the plans and specifications for their construction, together with such drawings of the proposed construction and such map of the proposed locations as may be required for a full understanding of the subject, have been submitted to the Secretary of War for his approval, or until he shall have approved such plans and specifications and the location of such dams and accessory works; and when the plans for any dam to be constructed under the provisions of this Act have been approved by the Secretary of War it shall not be lawful to deviate from such plans, either before or after completion of the structure, unless the modification of such plans has previously been submitted to and received the approval of the Secretary of War: *Provided*, That in approving said plans and locations such condi-

tions and stipulations may be imposed as the Secretary of War may deem necessary to protect the present and future interests of the United States, which may include the condition that said Samuel S. Davis, his heirs, executors, administrators, or assigns, shall construct, maintain, and operate, without expense to the United States, in connection with said dams and appurtenant works, a lock or locks, booms, sluices, or any other structures which the Secretary of War at any time may deem necessary in the interest of navigation, in accordance with such plans as he may approve, and also that whenever Congress shall authorize the construction of a lock or other structures for navigation purposes in connection with such dams, the person owning such dams shall convey to the United States, free of cost, title to such land as may be required for such constructions and approaches, and shall grant to the United States a free use of water power for building and operating such constructions: *And provided further*, That suitable fishways shall be constructed and maintained in said dams by said Samuel S. Davis, his heirs, executors, administrators, or assigns, at his or their own expense, as may be required from time to time by the Secretary of Commerce and Labor: *And provided further*, That said dams and other structures shall be so constructed as in the judgment of the Secretary of War not to interfere with the Illinois and Mississippi Canal and the operation thereof, and the Secretary of War shall at any time control said dams so far as shall be necessary for the purposes of said last above-mentioned canal, but shall not destroy or impair the water power developed by said dams, canals, and appurtenant structures to a greater extent than shall be necessary to provide proper facilities for the navigation of said Illinois and Mississippi Canal or other purposes affecting navigation; and the said Secretary of War may impose reasonable charges for the use of the flowage rights of the United States, if any, below the sites of the present Government dams at the head of said Carrs Island: *And provided further*, That the Secretary of War is hereby authorized, if in his judgment the interests of the United States will not be injured thereby, to permit the dam across the south branch of Rock River to be located and built on land belonging to the United States, under and subject to such terms and conditions as he may consider just and reasonable.

Fishways.

Illinois and Mississippi Canal.  
Operation of, not to be affected.

Dam across South Branch of Rock River.

SEC. 2. That in case any litigation arises from the building, operation, and maintenance of said dams, canals, and appurtenant works, or from the obstruction of said river by the same, or any damages resulting to private property by overflow or otherwise, proceedings to adjust, determine, and recover compensation for such damages may be instituted in any court of competent jurisdiction.

Litigation.

SEC. 3. That unless the actual construction of the dams herein authorized shall be commenced within one year and completed within three years after the passage of

Time of construction.

this Act, the rights and privileges herein granted, so far as they pertain to the construction of any dam or dams not then completed, shall cease and determine.

Amendment. SEC. 4. That the right to alter, amend, and repeal this Act is hereby expressly reserved.

Approved, May 1, 1906.

May 9, 1906.  
Vol. 34, p. 183.

CHAP. 2438.—An Act To authorize the construction of dams and power stations on the Coosa River at Lock Two, Alabama.

[H. R. 15334.]  
[Public, No.  
150.]

Coosa River,  
Ala.  
Right to  
dam, etc., near  
Lock 2, granted.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any riparian owner, whether person, company, or corporation having authority therefor under the laws of the State of Alabama may hereafter erect, maintain, and use a dam or dams in or across the Coosa River, in the State of Alabama, at such points at or near Lock Two as they may elect and the Secretary of War may approve, between a point on the eastern side of the river in the abandoned portion thereof at a point below the United States Government dam at Lock Two and above the navigable portion of the river between Locks Two and Three, for the purpose of erecting, operating, and maintaining power stations and to maintain inlet and outlet races or canals and to make such other improvements on the eastern bank of the Coosa River between the two points above mentioned as may be necessary for the development of water power and the transmission of the same, subject always to the provisions and requirements of this Act and to such conditions and stipulations as may be imposed by the Chief of Engineers and the Secretary of War for the protection of navigation and the property and other interests of the United States.

Location.

Secretary of  
War to approve  
plans, etc.

SEC. 2. That detailed plans for the construction and operation of a dam or dams and other appurtenant and necessary works shall be submitted by the person, company, or corporation desiring to construct the same to the Chief of Engineers and the Secretary of War, with a map showing the location of such dam or other structures, with such topographical and hydrographic data as may be necessary for a satisfactory understanding of the same, which must be approved by the Chief of Engineers and the Secretary of War before work can be commenced on said dam or dams or other structures; and after such approval of said plans, no deviation whatsoever therefrom shall be made without first obtaining the approval of the Chief of Engineers and the Secretary of War: *Provided*, That the constructions hereby authorized do not interfere with the navigation of the Coosa River: *And provided further*, That said dam or dams and works shall be limited only to the use of the surplus water of the river, not required for the navigation of the Coosa River, and that

*Provisos.*  
Unobstructed  
navigation.  
Restricted use  
of water.

no structures shall be built and no operations conducted by those availing themselves of the provisions of this Act which shall injure or interfere with the navigation of said river or impair the usefulness of any improvement made by the Government in the interest of navigation.

SEC. 3. That the Government of the United States reserves the right, at any time that the improvement of the navigation of the Coosa River demands it, to construct, maintain, and operate, in connection with any dam or other works built under the provisions of this Act, suitable lock or locks or any other structures for navigation purposes, and at all times to control such dam or dams or other structures, and the level of the pool caused by such dam or dams, to such an extent as may be necessary to provide facilities for navigation; and whenever Congress shall authorize the construction of such lock or other structures, the person, company, or corporation owning and controlling such dam or dams or other structures shall convey to the United States, under such terms as Congress shall prescribe, titles to such land as may be required for the use of such lock and approaches, and in addition thereto shall grant to the United States, free of cost, the free use of water power for building and operating such constructions: *Provided also*, That the person, company, or corporation building, maintaining, or operating any dam or dams or other structures under the provisions of this Act shall be liable for any damage that may be inflicted thereby upon private property, either by overflow or otherwise, in a court of competent jurisdiction: *Provided further*, That any injury or damage to the navigable capacity of the Coosa River, or to the works of improvement of the United States in the said river which may result from the construction of the dam and other works herein authorized, or any alteration, enlargement, or change in said works of improvement which may, in the judgment of the Secretary of War, be made necessary by the construction of said dam and other works, shall be made good and completed at once by those availing themselves of the provisions of this Act, their executors, successors, and assigns, and failing this, such injury or damage may be remedied, and such alteration, enlargement, or change may be completed by the United States, and the cost of the work so required shall be paid by the grantees, their heirs or assigns, and to secure the payment for any work thus done by the United States a bond with good and sufficient security in a sum judged adequate by the Secretary of War for the payment of the costs of said work shall be executed and filed with the Secretary of War before any advantage shall be taken of the provisions of this Act. The person, company, or corporation owning or operating any such dam shall maintain, at their own expense, such lights and other signals thereon and such fishways as the Secretary of Commerce and Labor shall prescribe.

Locks, etc.

Conveyance of titles.

Damages.

Injury to navigation.

Failure to repair damages.

Payment for repairs, etc. Bond.

Lights, etc.

Rights to  
cease on failure  
to comply with  
requirements,  
etc.

SEC. 4. That all the rights acquired under this Act shall cease and be determined if the person, company, or corporation acquiring such rights shall at any time fail to comply with any of the provisions or requirements of this Act, or with any of the stipulations that may be prescribed by the Chief of Engineers and the Secretary of War, or in case a person, company, or corporation authorized by the laws of the State of Alabama to erect and maintain a dam and improvements as contemplated by this Act shall fail to begin the erection of said dam and improvements within two years after being so authorized and shall fail to complete the same within five years after obtaining such authority.

Time of construction.

Prior rights  
not affected.

SEC. 5. That the provisions of this Act shall in no manner interfere with or impair the rights of any person, company, or corporation heretofore authorized by Congress to erect a dam or other structures for the development of water power on the Coosa River.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, May 9, 1906.

May 9, 1906.  
Vol. 34, p. 185.

CHAP. 2439.—An Act For the diversion of water from the Sacramento River, in the State of California, for irrigation purposes.

[H. R. 11796.]  
[Public, No.  
151.]

Sacramento  
River, Cal.  
Central Canal  
and Irrigation  
Company may  
divert waters of,  
for irrigating  
purposes,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Central Canal and Irrigation Company, a corporation organized and existing under the laws of the State of California, and its successors, are hereby granted the right to divert, at all seasons of the year, from the Sacramento River, in the State of California, while and so long as such diversion shall not seriously injure the navigation of said river, an amount of water which, at a stage of said river of two feet above low water, as determined by the United States engineer in charge of the improvement of said river, or at any lower stage, shall not exceed nine hundred cubic feet per second, to be used for irrigating the lands of the Sacramento Valley, on the west side of the Sacramento River, in said State of California. Said water to be diverted from the said Sacramento River on its west bank, between the points on said river known as Swifts Point and Squaw Hill, and the said Central Canal and Irrigation Company is hereby granted the right to erect the necessary works to effectively divert the said water: *Provided*, That the company shall provide suitable structures for regulating the flow of water from the river into their canals and suitable apparatus for measuring the amount of water taken from the river, and that such structures and apparatus shall be at all times subject to inspection, test, and use by officers or agents of the War Department: *And provided further*, That the company shall submit for approval of the Chief

Restricted use  
of water.

Location of  
plant.

Provisos.  
Structures for  
regulating flow  
of water, etc.

Secretary of  
War to approve  
plans, etc.

of Engineers and the Secretary of War plans of its proposed structures for diverting and measuring the water, and until such approval is given the structures shall not be begun: *And provided further*, That the diversion of water from the river in excess of the quantity herein authorized to be diverted shall be deemed a violation of section ten of the river and harbor Act of March third, eighteen hundred and ninety-nine, and shall subject the company to the penalties prescribed by law for violations of the provisions of said section, and the removal of any structures erected by said company may be enforced as provided in section twelve of the said Act: *And provided further*, That if, in the judgment of the Secretary of War, the amount of water actually diverted shall seriously injure the navigation of the river, the suspension of operations by the said company may be temporarily ordered and enforced by the Secretary of War in such manner and to the extent as may be necessary to preserve the requirements of navigation until such time that the circuit court of the United States for the northern district of California, upon application of any interested party, shall determine the rights as provided by this Act; and all rights granted herein and the removal of any of the structures or parts of structures erected under the provisions hereof may be enforced as provided in section twelve of the river and harbor Act approved on the third day of March, eighteen hundred and ninety-nine, except that suit for any of the purposes herein named may be instituted by the district attorney of the United States for the northern district of California upon request of the Secretary of War or Chief of Engineers: *And provided further*, That all costs accruing in any suit or proceeding hereunder instituted by the Government or any of its officers or agents shall be borne by the said Central Canal and Irrigation Company, its successors or assigns.

Penalty for excessive diversion of water.

Vol. 30, p. 1151.  
*Ante*, p. 886.

Protection to navigation.

Removal of structures.  
Vol. 30, p. 1151.  
*Ante*, p. 887.

Proceedings.

Payment of costs.

Service of legal process.

SEC. 2. That in actions against the United States, Secretary of War, or Chief of Engineers under this Act the service of all legal process, including summons, orders, writs of injunction, or restraining orders, shall be upon the United States district attorney for the northern district of California, and when service of said legal process, summons, orders, writs of injunction, or restraining orders is so made as herein provided, the United States, Secretary of War, or Chief of Engineers shall be deemed within the jurisdiction of all courts having jurisdiction herein for all purposes.

SEC. 3. That after fifteen years from the passage of this Act the rights hereby granted shall be subject to cancellation by the Secretary of War, without any further act or procedure on the part of the United States, as to such portion of the waters as are not then applied to beneficial use. The said Central Canal and Irrigation Company, its successors or assigns, shall have no claim against the United States for any right so canceled.

Cancellation of rights.

Time of construction.

SEC. 4. That this Act shall be null and void if the actual construction of the structures for diversion and measurement of water herein authorized be not commenced within two years and completed within five years from the date hereof.

Amendment.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, May 9, 1906.

May 11, 1906.  
Vol. 34, p. 187.

[S. 3436.]  
[Public, No. 154.]

CHAP. 2449.—An Act To provide for the settlement of a claim of the United States against the State of Michigan for moneys held by said State as trustee for the United States in connection with the Saint Marys Falls Ship Canal.

Michigan.  
St. Marys Falls  
Ship Canal, set-  
tlement of claim  
on account of.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That upon the payment by the State of Michigan of sixty-eight thousand nine hundred and twenty-seven dollars and twelve cents into the Treasury of the United States, the Attorney-General be, and is hereby, authorized to settle and dismiss from the Supreme Court of the United States a suit in equity now pending therein in which the United States is complainant and the State of Michigan is defendant, and to relinquish all further claims against said State, including interest upon said amount, which have arisen by reason of its trust in constructing and operating Saint Marys Falls Ship Canal and locks: *Provided,* That such payment is made within ninety days from the passage and approval of this Act.

*Proviso.*  
Payment.

Approved, May 11, 1906.

May 11, 1906.  
Vol. 34, p. 188.

[H. R. 15435.]  
[Public, No. 156.]

CHAP. 2451.—An Act To empower the Secretary of War to convey to the city of Minneapolis certain lands in exchange for other lands to be used for flowage purposes.

Minneapolis,  
Minn.  
Secretary of  
War authorized  
to exchange  
lands with, at  
Lock and Dam  
No. 1, between  
St. Paul and  
Minneapolis.  
Land con-  
veyed to Min-  
neapolis.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is hereby authorized and empowered to arrange for an exchange with the city of Minneapolis, by which the United States shall convey to said city of Minneapolis the following-described land, situate in the county of Hennepin and State of Minnesota, to wit:

All that part of block thirty of Dorman's first addition to Minneapolis, according to the plat of said addition on file and of record in the office of the register of deeds in and for the county of Hennepin, State of Minnesota, bounded and described as follows: Beginning at the most southerly corner of said block thirty, and running thence north along the east line of said block two hundred feet; thence northwesterly in a straight line three



hundred and ninety-four and six-tenths feet, more or less, to a point on the southwesterly line of said block five hundred feet northwesterly from the point of beginning; thence southeasterly along said southwesterly line five hundred feet to the point of beginning, containing eighty-five one-hundredths of an acre, more or less.

And by which, in consideration thereof, the city of Minneapolis shall convey to the United States the following-described land, situate in the county of Hennepin and State of Minnesota, to wit:

That portion of lot two, section thirty-one, township twenty-nine north of range twenty-three west of the fourth principal meridian, Hennepin County, Minnesota, described as follows: Commencing at the quarter-section corner between sections thirty-one and thirty-two, township twenty-nine north of range twenty-three west of the fourth principal meridian; thence south along the section line between said sections thirty-one and thirty-two, three hundred and eighty-one feet; thence north fifty degrees thirty minutes west one hundred and forty feet to the point of beginning of the land to be described; thence continuing along said line north fifty degrees thirty minutes west three hundred and thirty-five feet; thence north eighty-three degrees east ninety feet; thence south forty-five degrees east sixty feet; thence north seventy-five degrees east one hundred and five feet; thence southeasterly six degrees thirty minutes, more or less, two hundred and ten feet, more or less, to the point of beginning, containing fifty-two one-hundredths of an acre, more or less. (The section line between said sections thirty-one and thirty-two has been considered in this description as the meridian.)

Lands conveyed to United States.

And also the right of flowage for the purposes of Lock and Dam Numbered One, upon and over the following-described lands, situate in said Hennepin County, Minnesota, to wit:

Lock and Dam No. 1.

That part of the north half of lot seven, section five, township twenty-eight north of range twenty-three west of the fourth principal meridian, described as follows: Beginning at the northwest corner of section five, township twenty-eight, range twenty-three; thence east along the north line of said section five, seven hundred and forty-eight feet; thence south six hundred and forty-eight and four-tenths feet; thence north eighty-nine degrees forty minutes east three hundred and eighty-six and five-tenths feet to point of beginning of tract of land to be described; thence north nine degrees thirty-six minutes west three hundred and thirty and five-tenths feet; thence north twenty-five degrees twenty minutes east eighty-four and one-tenth feet; thence north thirty-one degrees forty-three minutes west two hundred and two and one-tenth feet; thence north fifty-five degrees thirty-three minutes west fifty-five and seven-tenths feet, more or less, to the south line of Lake street east; thence

Lands over which right of flowage is granted.

in an easterly direction along the south line of said Lake street east fifty-three and five-tenths feet, more or less, to the west shore of the Mississippi River; thence along the west shore of said river in a southerly direction seven hundred and twenty-two feet, more or less, to an intersection with a line bearing north eighty-nine degrees forty minutes east from the point of beginning; thence south eighty-nine degrees forty minutes west two hundred and sixty-two and one-tenth feet, more or less, to the point of beginning, containing two and eleven one-hundredths of an acre, more or less. (The west half of the north line of section five, township twenty-eight north, range twenty-three west of the fourth principal meridian, in the city of Minneapolis, county of Hennepin, State of Minnesota, is used as a true meridian in this description.)

Additional  
lands.

That portion of lot eight, section five, township twenty-eight north of range twenty-three west of the fourth principal meridian, north of the north line of Riverside Park addition to the city of Minneapolis, county of Hennepin, State of Minnesota, described as follows: Beginning at the west quarter corner of said section five; thence east along the south line of lot eight in said section five, one thousand one hundred and fifty-one and five-tenths feet; thence north twenty-seven degrees thirty-six minutes east two hundred and four and two-tenths feet; thence north fourteen degrees east two hundred and twenty-six and five-tenths feet; thence north one degree thirteen minutes east two hundred and twenty-eight and one-tenth feet; thence north three degrees two minutes east one hundred and seventy-four and eight-tenths feet; thence north nine degrees two minutes west twenty-eight and forty-five one-hundredths feet to the point of beginning of tract of land to be described; thence north nine degrees two minutes west one hundred and thirty-four and twenty-five one-hundredths feet; thence north two degrees twenty minutes west one hundred and eighty-eight feet; thence north thirteen degrees forty minutes west one hundred and seventy-three and seventy one-hundredths feet, more or less, to the north line of lot eight, thence east along said north line of lot eight, two hundred and forty-eight feet, more or less, to the west shore of the Mississippi River; thence in a southerly direction along said west shore of said river four hundred and ninety-seven and forty-six one-hundredths feet, more or less, to an intersection with an east and west line from the point of beginning; thence west along said east and west line two hundred and forty-three and thirty-seven one-hundredths feet, more or less, to the point of beginning, containing two and eighty-nine hundredths of an acre, more or less (the north half of the west line of section five, township twenty-eight north of range twenty-three west of the fourth principal meridian is used as a true meridian in this description).

Additional  
lands.

That part of "Park boulevard," so-called, in Riverside Park addition to the city of Minneapolis, county of Hen-

nepin and State of Minnesota, in lot eight, township twenty-eight north of range twenty-three west of the fourth principal meridian, described as follows: Beginning at the west quarter corner of said section five; thence east along the south line of lot eight in said section five one thousand one hundred and fifty-one and five-tenths feet, to the point of beginning, of tract of land to be described; thence north twenty-seven degrees thirty-six minutes east one hundred and twelve and twenty-seven one-hundredths feet, more or less, to the south line of block eleven in said Riverside Park addition; thence in an easterly direction along said south line of block eleven, three hundred and thirteen feet, more or less, to the west shore of the Mississippi River; thence in a southerly direction along said west shore of river one hundred and seven-tenths feet, more or less, to an intersection with the south line of said lot eight; thence in a westerly direction along said south line of lot eight, three hundred and fifty-two and ninety-five one-hundredths feet, more or less, to the point of beginning, containing seventy-seven one-hundredths of an acre, more or less. (The north half of the west line of section five, township twenty-eight north, range twenty-three west of the fourth principal meridian is used as a true meridian in this description.)

And when said exchange has been arranged for and approved by the Secretary of War and upon receipt of conveyances from the city of Minneapolis, in accordance with the provisions of this Act, a patent shall issue to the city of Minneapolis for the tract of land first above described.

Issue of patent.

SEC. 2. That this Act shall take effect and be in force from and after its passage.

Effect.

Approved, May 11, 1906.

**CHAP. 2461.**—An Act To grant certain land to the State of Minnesota to be used as a site for the construction of a sanitarium for the treatment of consumptives.

May 16, 1906.  
Vol. 34, p. 195.

[S. 4976.]  
[Public, No. 165.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there is hereby granted to the State of Minnesota the following tract of land in said State, to wit: Lot six, section two, township one hundred and forty-one north, range thirty-one west of the fifth principal meridian, in the State of Minnesota: *Provided, however,* That said State shall pay therefor at the rate of one and twenty-five one-hundredths dollars per acre: *And provided further,* That the land hereby appropriated shall forever be and remain subject to the right of the United States to overflow the same, or any part thereof, by such reservoirs as now exist or may hereafter be constructed upon the headwaters of the Mississippi River.

Minnesota.  
Grant of land  
to, for tuberculosis  
sanitarium.

*Provisos.*  
Price.

Flowage rights  
reserved for res-  
ervoirs, Missis-  
sippi River.

Approved, May 16, 1906.

May 16, 1906.  
Vol. 34, p. 195.

**CHAP. 2462.**—An Act Restoring to the public domain certain lands in the State of Minnesota.

[S. 2296.]  
[Public, No.  
168.]

Minnesota.  
Certain reser-  
voir lands in, re-  
stored to public  
domain.

Prior entries.

*Proviso.*  
Flowage rights  
reserved for res-  
ervoirs, Missis-  
sippi River.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following-described lands, to wit: The southwest quarter of the southwest quarter of section two, township one hundred and thirty-four north of range twenty-nine west, fifth principal meridian, and the east half of the northeast quarter and lots one, two, three, four, five, six, seven, eight, and nine of section ten, township one hundred and thirty-four north of range twenty-nine west, fifth principal meridian, being situate in the State of Minnesota, are hereby restored to the public domain, subject to homestead entry; and all rights of priority of entry and settlement are hereby reserved, to be determined as to respective claims by the proper officials of the land office of the district in which said lands are situate, subject to appeal and review as provided by law for the entry of lands for homesteads: *Provided, however,* That said homestead entries shall be made subject to, and the restoration of these lands to the public domain is made subject to, the right of the United States to construct and maintain dams for the purpose of creating reservoirs in the aid of navigation; and no claim shall accrue by reason of the overflow of said lands on account of the construction and maintenance of such dams and reservoirs. And there shall be incorporated in the final receipts and in the patents when issued for these lands a condition and reservation reading as follows: "Subject to the right of the United States to overflow."

Approved, May 16, 1906.

May 16, 1906.  
Vol. 34, p. 196.

**CHAP. 2465.**—An Act Authorizing the condemnation of lands or easements needed in connection with works of river and harbor improvement at the expense of persons, companies, or corporations.

[H. R. 15095.]  
[Public, No.  
169.]

Rivers and  
harbors.  
Condemnation  
of land for im-  
provement of, at  
private expense.  
Vol. 34, p. 632.  
Post, p. 1197.

Proceedings.

*Proviso.*  
Expenses.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whenever any person, company, or corporation, municipal or private, shall undertake to secure, for the purpose of conveying the same to the United States free of cost, any land or easement therein, needed in connection with a work of river and harbor improvement duly authorized by Congress, and shall be unable for any reason to obtain a valid title thereto, the Secretary of War may, in his discretion, cause proceedings to be instituted in the name of the United States for the acquirement by condemnation of said land or easement, and it shall be the duty of the Attorney-General of the United States to institute and conduct such proceedings upon the request of the Secretary of War: *Provided,* That all the expenses of said proceedings and any award that may be made

thereunder shall be paid by the said person, company, or corporation, to secure which payment the Secretary of War may require the said person, company, or corporation to execute a proper bond in such amount as he may deem necessary before said proceedings are commenced.

Bond.

Approved, May 16, 1906.

[No. 23.] Joint Resolution Authorizing the construction and maintenance of wharves, piers, and other structures in Lake Michigan, adjoining certain lands in Lake County, Indiana.

May 16, 1906.  
Vol. 34, p. 829.

[H. J. R. 134.]  
[Pub. Res., No. 23.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the owners of the property known as sections numbered thirty-three and thirty-four, township thirty-seven, range eight west, Lake County, Indiana, be permitted to fill the whole or such portions, as they may elect, of the bed of Lake Michigan adjacent to such property, and within the boundary established by the extension of such section lines, out to a depth of water not exceeding twenty-five feet, and that such owners may be permitted to build wharves, piers, and such other structures as may be useful for occupancy or to promote navigation inside of and out to such twenty-five-foot line: *Provided*, That the owners thereof shall present a map, showing the line to which they intend filling, and complete plans to the Secretary of War and Chief of Engineers, and until they shall approve the same this permission shall not be effective: *Provided further*, That this permit shall not conflict with any law or statute of the State of Indiana, in which said property is located.*

Lake Michigan, Ind.  
Permission granted to build wharves, etc., on, (at Gary) in Lake County.

*Providos.*  
Secretary of War to approve plans, etc.

Restriction.

Approved, May 16, 1906.

**CHAP. 2566.**—An Act Concerning foreign-built dredges.

May 28, 1906.  
Vol. 34, p. 204.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a foreign-built dredge shall not, under penalty of forfeiture, engage in dredging in the United States unless documented as a vessel of the United States.*

[H. R. 395.]  
[Public No. 185.]

Foreign-built dredges.  
Restriction on use of, in United States waters.

**SEC. 2.** That the Commissioner of Navigation is hereby authorized and directed to document as vessels of the United States the foreign-built dredges *Holm*, *Leviathan*, *Nereus*, and *Triton*, owned by American citizens and now employed at Galveston, and the dredge *Sea Lion*, now under construction abroad for use at Galveston, on which an American citizen, the contractor at Galveston, has an option.

Documenting dredges used at Galveston authorized.

Approved, May 28, 1906.

June 1, 1906.  
Vol. 34, p. 205.

[S. 6038.]  
[Public No.  
187.]

**CHAP. 2568.**—An Act Authorizing the construction of a dam across the Pend d'Oreille River, in the State of Washington, by the Pend d'Oreille Development Company, for the development of water power, electrical power, and for other purposes.

Pend Oreille  
River.  
Pend d'Oreille  
Development  
Company may  
dam, at Big  
Falls, Wash.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to, and it shall be lawful for, the Pend d'Oreille Development Company, a corporation duly incorporated under the laws of the State of Washington, its successors or assigns, to construct and maintain a dam across the Pend d'Oreille River at a point at or about the Big Falls (sometimes known as Metaline Falls) on the Pend d'Oreille River, in the county of Stevens, State of Washington, such point to be selected by the Pend d'Oreille Development Company, its successors or assigns, at said falls, or within one thousand feet above or below the same, for the purpose of erecting, operating, and maintaining a power station, and to maintain inlet and outlet races or canals, and to make such other improvements as may be necessary for the development of water power, electrical power, and the transmission of the same, subject always to the provisions and requirements of this Act and to such conditions and stipulations as may be imposed by the Chief of Engineers and the Secretary of War for the protection of navigation and the property and other interests of the United States:

*Provided,* That such dam and works shall not be built or commenced until after the plans and specifications for their construction, together with such drawings of the proposed construction and such map of the proposed locations as may be required for a full understanding of the subject have been submitted to the Secretary of War for his approval, and until after he shall have approved such plan and specifications and the location of such dams and accessory works; when the plans for any dam to be constructed under the provisions of this Act have been approved by the Secretary of War it shall not be lawful to deviate from such plans, either before or after the completion of the structure, unless the modification of such plans has previously been submitted to and received the approval of the Secretary of War.

Changes.

Locks, etc.

*Provided,* That such dam and works shall not be built or commenced until after the plans and specifications for their construction, together with such drawings of the proposed construction and such map of the proposed locations as may be required for a full understanding of the subject have been submitted to the Secretary of War for his approval, and until after he shall have approved such plan and specifications and the location of such dams and accessory works; when the plans for any dam to be constructed under the provisions of this Act have been approved by the Secretary of War it shall not be lawful to deviate from such plans, either before or after the completion of the structure, unless the modification of such plans has previously been submitted to and received the approval of the Secretary of War.

! Protection to  
navigation.

**SEC. 2.** That the Government of the United States reserves the right at any time that the improvement of the navigation of the Pend d'Oreille River demands it to construct, maintain, and operate, in connection with any dam or other works built under the provisions of this Act, suitable lock or locks or any other structures for navigation purposes, and at all times to control such dam or dams or other structures, and the level of the pool caused by such dam or dams, to such an extent as may be necessary to provide facilities for navigation; and whenever Congress shall authorize the construction of such lock or other structures, the Pend d'Oreille Development Company, its successors or assigns, owning and controlling

such dam or other structures, shall convey to the United States, under such terms as Congress shall prescribe, titles to such lands as may be required for such lock and approaches, and in addition thereto shall grant to the United States free of cost the free use of water power for building and operating such constructions: *Provided*, That the Pend d'Oreille Development Company, its successors or assigns, building, maintaining, or operating any dam or other structures under the provisions of this Act, shall be liable for any damage that may be inflicted thereby upon private property, either by overflow or otherwise, in a court of competent jurisdiction. The Pend d'Oreille Development Company, its successors or assigns, owning or operating any such dam, shall maintain at their own expense such lights and other signals thereon and such fishways and such ways for the free passage of saw logs as the Secretary of Commerce and Labor shall prescribe.

Conveyance of title to United States.

Free use of water power.

*Proviso.*  
Damages.

Lights, etc.

Time of completion.

SEC. 3. That this Act shall be null and void unless the dam herein authorized shall be commenced within two years and completed within five years from the date of the approval hereof.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 1, 1906.

**CHAP. 2572.**—An Act To enlarge the authority of the Mississippi River Commission in making allotments and expenditures of funds appropriated by Congress for the improvement of the Mississippi River.

June 4, 1906.  
Vol. 34, p. 208.  
[H. R. 16950.]  
[Public, No. 191.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That any funds which have been, or may hereafter be, appropriated by Congress for improving the Mississippi River between the Head of the Passes and the mouth of the Ohio River, and which may be allotted to levees, may be expended, under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for levees upon any part of said river between the Head of the Passes and Cape Girardeau, Missouri.

Mississippi River Commission.  
May expend appropriations upon levees between Head of Passes and Cape Girardeau, Mo.

Approved, June 4, 1906.

**CHAP. 2574.**—An Act Permitting the building of a dam across the Mississippi River in the county of Morrison, State of Minnesota.

June 4, 1906.  
Vol. 34, p. 209.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to The Pike Rapids Power Company, a Minnesota corporation, its successors or assigns, to construct and maintain across the Mississippi River a dam, canal, and works necessary incident thereto for water power and supply purposes at any point between section twenty, township

[H. R. 17758.]  
[Public, No. 193.]

Mississippi River.  
The Pike Rapids Power Company may dam, etc., in Morrison County, Minn.  
Vol. 34, p. 1219.  
Post, p. 1282,

- one hundred and twenty-eight north, range twenty-nine west, and section seventeen, in township thirty-nine, range thirty-two, in Morrison County, Minnesota: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said The Pike Rapids Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modifications of such plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, and over said dam without unreasonable delay or hindrance, and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for the purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam as he may deem advisable in the interests of navigation.
- Fishways.** SEC. 2. That suitable fishways, to be approved by the Secretary of Commerce and Labor, shall be constructed and maintained at said dam by said corporation, its successors or assigns.
- Litigation.** SEC. 3. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the State of Minnesota, or in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of same.
- Amendment.** SEC. 4. That the right to amend, alter, or repeal this Act is hereby expressly reserved; and the same shall become null and void unless the construction of the dam hereby authorized is commenced within one year after the passage of this Act and completed within three years thereafter.
- Time of completion.**

Approved, June 4, 1906.



**CHAP. 2575.**—An Act Permitting the building of a dam across the Mississippi River near the city of Bemidji, Beltrami County, Minnesota.

June 4, 1906.  
Vol. 34, p. 210.

[H. R. 18026.]  
[Public, No. 194.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to William R. Morrison and H. W. Haines to build a dam across the Mississippi River near the city of Bemidji, Minnesota, between the point where the same crosses the west line of township one hundred and forty-five, range thirty-five, and the point where said river crosses the north line of said township in Hubbard County, Minnesota, for the development of water power and such works and structures in connection therewith as may be necessary or convenient in the development of such power and in the utilization of the power thereby developed: *Provided,* That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further,* That the said William R. Morrison and H. W. Haines, their heirs, administrators, and assigns, shall not deviate from such plans after such approval, either before or after the completion of said structure, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway, so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further,* That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation; and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of such a dam as he may deem advisable in the interests of navigation: *And provided further,* That suitable fishways and lights, to be approved by the Secretary of Commerce and Labor, shall be constructed and maintained at said dam by William R. Morrison and H. W. Haines, their heirs, administrators, and assigns.

Mississippi River.  
William R. Morrison and H. W. Haines may dam, near Bemidji, Minn.

*Provisos.*  
Secretary of War to approve plans, etc.

Changes.

Sluiceway.

Lock.

Fishways and lights.

Litigation.

**SEC. 2.** That in case any litigation arises from the building of said dam or from the obstructions of said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the

Existing law  
not affected. State of Minnesota and in the courts of the United States:  
*Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said structures from the operation of the same.

Time of completion. SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

Amendment. SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, June 4, 1906.

June 4, 1906. CHAP. 2577.—An Act Authorizing the use of the waters in Coosa  
Vol. 34, p. 211. River at Lock Numbered Four, in Alabama.

[H. R. 19473.]  
[Public, No.  
196.]

Coosa River,  
Ala.  
Completion of  
Lock No. 4 by  
private parties  
authorized.

Provisos.  
Conditions.

Protection to  
navigation.

Time of completion.

Failure to complete.

Proviso.  
Secretary of  
War to approve  
the work.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War is hereby authorized and empowered to enter into contract with any individual or corporation, private or municipal, preference being given to riparian owners and their assigns, hereinafter designated "the contracting party," to complete the dam and forebay of the lock which has been partially constructed by the Government at Lock Numbered Four on the Coosa River, the work to be done under his supervision and control, and in accordance with the present adopted project and any modification thereof that he may deem proper: *Provided*, That the contracting party shall furnish all materials, of every character, and pay for all labor required in the construction of said dam and forebay, which, upon completion, shall become the property of the United States, free of all costs, claims, or charges of any kind whatsoever: *Provided further*, That the terms of this Act and any stipulation which the Secretary of War may deem necessary to safeguard the interests of navigation and other interests of the United States shall be embodied in any contract entered into as aforesaid.

SEC. 2. That the contracting party shall begin the said work within two years from the passage of this Act and shall complete the same within four years from the date of commencing construction, and the Secretary of War may, upon reasonable diligence of the contracting party being shown, extend the time for completion, the Government reserving the right to commence and finish the work, if deemed advisable, at any time before it is commenced by the contracting party; or, if begun and not carried out in strict conformity to the directions of the Secretary of War, the Government may assume the completion of said work at its option, the cost of such completion to be paid by the contracting party: *Provided*, That the Secretary of War shall determine from time to time whether the work is being properly done.

SEC. 3. That in consideration of the completion of said dam and forebay, including buttresses and gates, free of cost to the Government, the contracting party is hereby granted such rights as the Government possesses to use the water power produced by said dam for manufacturing and other industrial purposes for a period of ninety-nine years: *Provided*, That the plans for the necessary works and structures to utilize said water power shall be approved by the Secretary of War: *Provided further*, That the right is reserved to the United States to construct, maintain, and operate a lock for navigation purposes in connection with said dam and forebay, and nothing shall be done in the use of the water from said dam or otherwise to interfere with or in any way impede or retard the operation of said lock or the proper and complete navigation of the river at all times, nor in any way to interfere with the use and control of the same by the United States or the maintainance [*sic*] of the water surface above the dam at the established pool level; and the Secretary of War is hereby authorized to prescribe regulations to govern the use of the said water power and the operations of the plant and force employed in connection therewith; and no claim shall be made against the United States for any failure of water power, resulting from any cause whatsoever: *Provided further*, That the contracting party shall furnish to the United States, free of cost, such electric current as may be necessary for operating the Government lock, in case the same shall be built, and lighting its buildings and grounds: *And provided further*, That the contracting party may have ingress and egress over Government lands in the construction and operation of plant.

Contractors  
granted use of  
water power.

*Provisos.*  
Plans.

Lock.

Regulations.

Free use of  
electric current  
by the United  
States.

Right of in-  
gress and egress.

Bond.

SEC. 4. That the Secretary of War may require the contracting party to execute a bond, with proper securities, before the commencement of the work, in such amount as he may consider necessary, to insure the beginning, prosecution, and completion of the work and compliance with the terms and requirements of this Act, and in case of failure to comply with the requirements of said bond the contracting party shall forfeit to the United States the full amount thereof: *Provided*, That a suitable force of inspectors shall be employed on the work by the Secretary of War, at the expense of the United States, to see that the plans and specifications and the terms and requirements of the Act and the conditions of the contract are strictly carried out, and any expense incurred by the United States in maintaining said inspectors shall be paid from any funds available pertaining to the appropriations made by Congress for examinations, surveys, and contingencies of rivers and harbors.

Forfeiture.  
*Proviso.*  
Inspection.

Expense.

SEC. 5. That Congress reserves the right to revoke the rights and privileges conferred by this Act; but in the event of such revocation the United States shall pay to the contracting party, as full compensation, the reasonable

Revocation of  
rights reserved.  
Reimburse-  
ment for im-  
provements, etc.

*Proviso.*  
Suspension of  
privileges.

value, exclusive of any franchise that may be required under this Act, of all properties erected and lands purchased by them, necessary for the enjoyment of the benefits hereby conferred, such value to be determined by mutual agreement between the Secretary of War and the owners of said properties, and in case they can not agree, then by proceedings in condemnation, to be instituted in the proper United States court: *Provided*, That to insure compliance with the terms of the contract, or to protect the interests of navigation and other interests of the United States, the Secretary of War shall have power, at any time before or after the completion of the work, to order a suspension of all privileges granted by this Act, and compliance with such order may be enforced by injunction of the court of the United States exercising jurisdiction in the district in which the work is situated, and proper proceedings to this end shall be instituted by the Attorney-General upon request of the Secretary of War.

Jurisdiction.

Existing law  
not affected.

SEC. 6. That nothing in this Act shall be construed as in any way abridging the exclusive jurisdiction and control by the United States over the Coosa River, and of any structures therein, nor as repealing or modifying any of the provisions of law now existing for the protection of navigation.

Approved, June 4, 1906.

June 11, 1906.  
Vol. 34, p. 231.

[S. 6329.]  
[Public, No.  
218.]

**CHAP. 3072.**—An Act Authorizing James A. Moore or his assigns to construct a canal along the Government right of way connecting the waters of Puget Sound with Lake Washington.

Puget Sound  
and Lake Wash-  
ington, Wash.  
James A. Moore  
may construct a  
canal, etc., con-  
necting waters  
of.

Vol. 34, p. 1108.  
*Post*, p. 1267.

Conditions,  
etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to, and it shall be lawful for James A. Moore or his assigns to construct a ship canal not less than twenty-five feet in depth and with a bottom width of not less than sixty feet, with a suitable timber lock of not less than six hundred feet in length and seventy-two feet in width, along the Government right of way connecting the waters of Puget Sound, in the State of Washington, with Lake Washington, subject always to the provisions and requirements of this Act and to such conditions and stipulations as may be imposed by the Chief of Engineers and the Secretary of War for the protection of navigation and the property and other interests of the United States, which shall include provision for the discharge of waters from Lakes Union and Washington and afford adequate protection against claims for damages for changing the level of Lake Washington, subject to every right and power of the United States: *Provided*, That such canal and lock shall not be built or commenced until after the plans and specifications for their construction, together with such drawings of the proposed construction and such

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

maps of the proposed locations as may be required for a full understanding of the subject, have been submitted to the Secretary of War for his approval and until after he shall have approved such plans and specifications and the location of such lock and any accessory works, and such works shall at all times be subject to the inspection and supervision of the Secretary of War; and when the plans for any lock and canal for construction under the provisions of this Act have been approved by the Secretary of War it shall not be lawful to deviate from such plans, either before or after the completion of the structure, unless the modification of such plans has previously been submitted to and received the approval of the Secretary of War: *And provided*, That the said James A. Moore or his assigns shall be liable for any damage that may be inflicted by the construction of said lock and canal by overflow, by a lowering of the waters affected, or otherwise, in a court of competent jurisdiction, and the said Secretary of War may compel the execution of a sufficient bond by the said James A. Moore, or his assigns, insuring compliance with the provisions and conditions imposed: *And provided further*, That said canal and lock, when completed, shall be turned over to the United States ready for use and free of all expense to the United States, and thenceforth shall be and remain the sole and exclusive property of the United States, but the said James A. Moore, or his assigns, shall operate and maintain in suitable condition the said canal and lock after completion for a period of three years to the satisfaction of said Secretary of War and Chief of Engineers of the United States, free of cost to the United States, and from charges of any kind whatever, and free from the payment of all tolls.

Inspection.

Damages.

Bond.

Canal to be  
property of  
United States  
free of cost.

SEC. 2. That this Act shall be null and void unless the canal and lock herein authorized shall be commenced within one year and completed within three years from the date of the approval hereof.

Time of completion.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 11, 1906.

**CHAP. 3075.**—An Act To empower the Secretary of War, under certain restrictions, to authorize the construction, extension, and maintenance of wharves, piers, and other structures on lands underlying harbor areas and navigable streams and bodies of waters in or surrounding Porto Rico and the islands adjacent thereto.

June 11, 1906.  
Vol. 34, p. 284.  
[H. R. 18502.]  
[Public, No. 221.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, empowered, subject to the restrictions and under the conditions hereinafter mentioned, to authorize the construction, extension, and maintenance of any wharf, pier, dolphin,

Porto Rico.  
Construction of  
wharves, etc., au-  
thorized.  
Vol. 34, p. 1111.  
Post, p. 1271.

boom, weir, breakwater, sea wall, bulkhead, jetty, or other structure on any of the lands belonging to the United States which underlie the harbor areas and navigable streams and bodies of waters in or surrounding Porto Rico and the islands adjacent thereto and the filling in and dredging of such lands.

Import of the word "person."

SEC. 2. That the word "person" as used in this Act shall be construed to import either the singular or the plural, as the case demands, and shall include individuals, municipalities, quasi-municipal corporations, corporations, companies, and associations.

Restrictions.

SEC. 3. That the powers granted in the foregoing sections shall be subject, however, to the following restrictions:

Time limit for construction, etc.

(a) No authorization to any person to construct, extend, or maintain any such structure shall continue for a longer period than the period set forth in such authorization, and shall provide that the Government of the United

Right to purchase improvements reserved.

States or with the approval of the Secretary of War the government of Porto Rico shall have the right at any time after the expiration of thirty years from the date of such authorization, and after three months' notice, to take any such structure from the owner thereof upon paying the value of the same at the time it shall be so taken, and the

Payment of original cost. Commission to determine value.

amount paid shall not exceed the original cost of the same as may be fixed under paragraph (f) hereof. In case the Government of the United States or the government of Porto Rico, exercising the right of purchase as aforesaid should claim that the value of the structure when seized and taken is less than its original cost, the extent of deterioration or diminution from the original value shall be determined by a board or commission of four members, two of whom shall be appointed by the Secretary of War for the Government of the United States or by the Governor of Porto Rico for the government of Porto Rico as

Selection of referee.

the case may be and two by the owner of such structure. If the four members thus chosen and appointed shall not be able to agree, they shall choose by mutual agreement a referee, whose decision shall be final, but in no case shall the amount to be paid exceed the original cost as fixed under the provisions of said paragraph (f). If the four members thus chosen and appointed are unable by mutual agreement to select a referee, then the Chief of Engineers of the United States Army shall be the referee, and his decision shall be final.

Maximum purchase price.

Failure to select referee.

All authorizations granted by the Secretary of War for any such construction, extension, or maintenance

Authorizations subject to amendment, etc.

(b) Shall be subject to alteration, amendment, or repeal by Congress;

Wharfage fees, etc.

(c) Shall provide that the wharfage fees and charges for vessels, for passengers, and for goods loaded or discharged on, from, at, or over any such structure, and for approach and entry to any such structure, shall be no greater than are just, reasonable, and fairly remunerative,

and for that purpose shall at all times be subject to regulation and revision by the said Secretary of War; that such fees and charges shall be the same for all persons, and all persons shall have equal right to approach, enter, and use the said structure, subject to such reasonable rules and regulations as the grantee thereof may establish, all of which rules and regulations shall be subject to revision by the Secretary of War;

(d) That all necessary dredging in or in connection with the said structure, or the use thereof, shall be made by the grantee of the authorization; Dredging

(e) That such authorization shall be null and void unless actual construction shall be commenced within one year from the date of such authorization by the Secretary of War, and completed within three years from the date of such authorization, or within such lesser periods as may be therein fixed: *Provided*, That the Secretary of War may for due cause shown extend the time for the completion of such construction for a reasonable period. Time of construction.  
Proviso.  
Extension of time.

(f) That duly verified accounts of expenditure for the construction, extension, or improvement of such structure shall be exhibited to, and filed with, the United States army engineer at the city of San Juan, Porto Rico, who shall report to the Secretary of War the entire cost of such structure, extension, or improvement to be built under such authorization. Accounts.

(g) That the said structure shall not be sublet, sold, transferred, or assigned, nor shall the authorization therefor be granted, sold, transferred, or assigned without the consent of the Secretary of War, nor in any case to a person engaged, directly or indirectly, in the same line of business, in the same harbor area, navigable stream, or body of water, and that any grant, subletting, sale, transfer, or assignment in violation hereof shall be null and void; Subletting, etc., restricted.

(h) That any and all vessels owned or chartered by the United States Government shall in case of any emergency, or in time of war, have prior right, free of charge, to the use of any such structure; and Rights of United States vessels.

(i) Shall contain such further restrictions as the Secretary of War may see fit to impose therein. Further restriction.

SEC. 4. That no such authorization by the Secretary of War shall be granted to any person unless the applicant therefor shall first furnish to the Secretary of War satisfactory proof either that he (or it) is the owner or lessee of the approaches to the shore end of the proposed structure, with the right to use the same in connection therewith, or that he (or it) is the owner of a franchise granting the right to use said approaches in connection with such proposed structure. Every application to the Secretary of War for any such authorization shall be accompanied by plans and specifications for such structure, extension, or improvement, which said plans and specifications shall be submitted to, and approved by, the Chief of Grantee must control shore-end approaches.  
Plans, etc.

Engineers of the United States Army before the granting of any such authorization by the Secretary of War, and such plans and specifications shall not be deviated from in any such structure, extension, or improvement without the written consent, first obtained, of the said Chief of Engineers.

Prior rights not  
affected.

SEC. 5. That nothing herein contained shall be so construed as to affect legal or equitable rights, if any, existing at the date of the approval of this Act which were acquired by the government of Porto Rico or any other party under any contract, lease or license, for the construction, extension, improvement, or maintenance of any such structure, granted by the United States authorities prior to the approval of this Act.

Approved, June 11, 1906.

June 14, 1906.  
Vol. 34, p. 264.

**CHAP. 3300.**—An Act Permitting the building of a dam across the Mississippi River above the village of Monticello, Wright County, Minnesota.

[S. 6357.]  
[Public, No.  
229.]

Mississippi  
River, Minn.  
The Mississippi  
River Power  
Company may  
dam.

Location.  
Vol. 34, p. 1235.  
Post, p. 1283.

Provisos.  
Secretary of  
War to approve  
plans, etc.

Modification  
of plans.

Sluiceway.

Lock.

Control of dam  
by United States.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to The Mississippi River Power Company, a corporation organized under the laws of the State of Minnesota, its successors and assigns, to build a dam across the Mississippi River between the township of Monticello, in Wright County, Minnesota, and the township of Becker, in Sherburne County, Minnesota, and above the village of Monticello, in said Wright County, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided,* That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further,* That The Mississippi River Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance, and without toll or charges: *And further provided,* That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be neces-



sary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further*, That suitable fishways, to be approved by the United States Fish Commission, shall be constructed and maintained at said dam by The Mississippi River Power Company, its successors or assigns.

Changes.

Fishways.

SEC. 2. That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota and in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of same.

Litigation.

*Proviso.*  
Existing laws  
not affected.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and be completed within three years from the time of the passage of this Act.

Time of completion.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 14, 1906.

**CHAP. 3301.**—An Act To authorize the Charleston Light and Water Company to construct and maintain a dam across Goose Creek in Berkeley County, in the State of South Carolina.

June 14, 1906.  
Vol. 34, p. 265.

[H. R. 8410.]  
[Public, No.  
230.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the right, power, and privilege to construct, erect, and maintain a dam across the said Goose Creek is hereby authorized, granted, and given to the said the Charleston Light and Water Company, its successors and assigns: *Provided*, That the said the Charleston Light and Water Company shall be liable for all such damages as may be established in any court of competent jurisdiction by any landowner claiming that his land has been damaged by reason of the erection of the said dam: *And provided further*, That nothing herein shall impair any navigation or other rights of any riparian owner, other than the closing of said creek, by the construction, erection, and maintenance of said dam at said location.

Goose Creek,  
S. C.  
Charleston  
Light and Water  
Company may  
dam.

Provisos.

Damages.

Riparian rights  
protected.

SEC. 2. That the right to alter, amend, and repeal this Act, and the right to require the alteration or removal of the structure authorized without any liability on the part of the United States, are hereby expressly reserved.

Amendment.  
Right to alter,  
etc., the dam re-  
served.

Approved, June 14, 1906.

June 14, 1906.  
Vol. 34, p. 266.

**CHAP. 3302.**—An Act Permitting the building of a dam across the Mississippi River at or near the village of Clearwater, Wright County, Minnesota.

[H. R. 17455.]  
[Public, No.  
251.]

Mississippi  
River.  
The Mississippi  
River Power  
Company may  
dam, at Clear-  
water, Minn.  
Vol. 34, p. 1235.  
Post, p. 1284.

Provisos.  
Secretary of  
War to approve  
plans, etc,

Modification  
of plans.

Sluiceway.

Lock.

Control of  
dam by United  
States.

Changes.

Fishways.

Litigation.

Existing laws  
not affected.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to The Mississippi River Power Company, a corporation organized under the laws of the State of Minnesota, its successors and assigns, to build a dam across the Mississippi River above the mouth of Clearwater River, at or near the village of Clearwater, Wright County, Minnesota, for the development of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided,* That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further,* That The Mississippi River Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam without unreasonable delay or hindrance and without toll or charges: *And provided further,* That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of such dam as he may deem advisable in the interests of navigation: *And provided further,* That suitable fishways, to be approved by the Secretary of Commerce and Labor, shall be constructed and maintained at said dam by The Mississippi River Power Company, its successors or assigns.

**SEC. 2.** That in case any litigation arises from the building of said dam, or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts, as now provided for that purpose in the State of Minnesota and in the courts of the United States: *Provided,* That nothing in this Act shall be so construed as to repeal or modify any of the provisions of

law now existing in reference to the protection of the navigation of rivers or to exempt said structures from the operation of same.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within one year and completed within three years from the time of the passage of this Act.

Time of construction.

SEC. 4. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 14, 1906.

[No. 30.] Joint Resolution Providing for payment for dredging the channel and anchorage basin between Ship Island Harbor and Gulfport, Mississippi, and for other purposes.

June 14, 1906.  
Vol. 34, p. 833.

[H. J. R. 166.]  
[Pub. Res., No

30.]  
Preamble.

Whereas on the twentieth day of February, anno Domini nineteen hundred and one, a contract was entered into between Major W. T. Rossell, Corps of Engineers, United States Army, by and in behalf of the United States of America, and Spencer S. Bullis, for dredging a channel and anchorage basin in Mississippi Sound between Ship Island Harbor and Gulfport, Mississippi, which contract was made in accordance with a provision of the river and harbor act of March third, eighteen hundred and ninety-nine, authorizing the payment of the sum of one hundred and fifty thousand dollars for securing a specified width and a depth of nineteen feet in such channel and anchorage basin; and

Whereas under said contract, for several years past, the said channel and anchorage basin have been dredged to the approximate depth and width required in said contract, and the said channel is now and has been available for use by vessels drawing nineteen feet of water and more: Now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury, or other proper officer of the United States, be, and he is hereby, authorized and directed to pay to Spencer S. Bullis, with whom said contract was made, or to his assigns or agents now authorized to receive payment as aforesaid, the contract price for dredging said channel and anchorage basin, to wit, the sum of one hundred and fifty thousand dollars, being the amount heretofore appropriated by Congress and now in the Treasury for payment for the work included in said contract; and it is declared to be the intention of Congress that so much of said contract as relates to securing the depth and width of said channel and anchorage basin provided for therein shall be regarded as complied with at the date of the taking effect of this resolution: *Provided,* That the said amount shall not be paid over to the said Spencer S. Bullis, or other person or persons as aforesaid, until the person or persons, companies,

Spencer S. Bullis.

Payment to, for dredging channel, etc., between Ship Island Harbor and Gulfport, Miss.

Vol. 30, p. 1127.

*Ante*, p. 852.

Vol. 34, p. 1088.

*Post*, p. 1240.

*Proviso.*  
Charges for use of wharves, etc.

or corporations owning or controlling docks, wharves, or terminals in, along, or upon said basin, or connected directly or indirectly therewith, shall execute an agreement that the charges for the use of said docks, wharves, and terminals shall be such as the Secretary of War may from time to time approve.

Effect.

SEC. 2. That this resolution shall take effect and be in force from and after its passage.

Approved, June 14, 1906.

June 14, 1906.  
Vol. 34, p. 834.

[No. 31.] Joint Resolution Authorizing the construction and maintenance of wharves, piers, and other structures in Lake Michigan adjoining certain lands in Lake County, Indiana.

[H. J. R. 162.]  
[Pub. Res., No. 31.]

Lake Michigan.  
Permission granted to build wharves, piers, etc., on, in Lake County (at Indiana Harbor), Ind.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the owners of those parts of the property known as sections numbered fifteen, sixteen, and twenty-two, township thirty-seven, range nine west, Lake County, Indiana, abutting on Lake Michigan, be permitted to fill the whole, or such portions as they may elect, of the bed of Lake Michigan adjacent to such property, and within the boundary established by the extension of such section lines, out to a depth of water not exceeding twenty-five feet, and that such owners may be permitted to build wharves, piers, and such other structures as may be useful for occupancy or to promote navigation inside of and out to such twenty-five foot line: *Provided*, That the owners thereof shall present a map showing the line to which they intend filling and complete plans to the Secretary of War and Chief of Engineers, and until they shall approve the same this permission shall not be effective: *Provided further*, That this permit shall not conflict with any law or statute of the State of Indiana, in which said property is located.*

*Proviso.*  
Secretary of War to approve plans, etc.

Restriction.

Approved, June 14, 1906.

June 16, 1906.  
Vol. 34, pp. 286, 292.

**CHAP. 3337.**—An Act Making appropriations for the diplomatic and consular service for the fiscal year ending June thirtieth, nineteen hundred and seven.

[H. R. 19264.]  
[Public, No. 236.]

Diplomatic and consular appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, severally appropriated, in full compensation for the diplomatic and consular service for the fiscal year ending June thirtieth, nineteen hundred and seven, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, namely:*

\* \* \* \* \*

## SAINT JOHN RIVER COMMISSION.

For the expenses of a joint commission, to be constituted if the Government of Great Britain concurs, to investigate and report upon the conditions and uses of the Saint John River, and to make recommendations for the regulation of the use thereof by the citizens and subjects of the United States and Great Britain, according to the provisions of treaties between the two countries, twenty thousand dollars.

St. John River  
Commission.

\* \* \* \* \*

Approved, June 16, 1906.

**CHAP. 3339.**—An Act Permitting the building of a dam across the Crow Wing River between the counties of Morrison and Cass, State of Minnesota.

June 16, 1906.  
Vol. 34, p. 296.

[H. R. 17881.  
Public, No.  
238.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to Judd Wright, his heirs or assigns, to construct and maintain across the Crow Wing River a dam, canal, and works necessary incident thereto, for water power and supply purposes, at any point at or near the junction of the Gull River with the Crow Wing River, on section thirty, township one hundred and thirty-three north, range twenty-nine west, fifth meridian, between the counties of Morrison and Cass, in the State of Minnesota: *Provided,* That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of construction of the same: *And provided further,* That the said Judd Wright, his heirs or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of such plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further,* That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, and over said dam without unreasonable delay or hindrance, and without toll or charges: *And provided further,* That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam, so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to

Crow Wing  
River, Minn.  
Judd Wright  
may dam.

Location.

*Provisos.*  
Secretary of  
War to approve  
plans, etc.

Restriction.

Sluiceway.

Lock.

Changes.

Fishways.

Litigation.

*Proviso.*  
Existing laws  
not affected.

Amendment.  
Time of com-  
pletion.

provide proper facilities for navigation; and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam as he may deem advisable in the interests of navigation.

SEC. 2. That suitable fishways, to be approved by the Secretary of Commerce and Labor, shall be constructed and maintained at said dam by the said Judd Wright, his heirs or assigns.

SEC. 3. That in case any litigation arises from the building of said dam or from the obstruction of said river by said dam or appurtenant works, cases may be tried in the proper courts as now provided for that purpose in the State of Minnesota or in the courts of the United States: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said structures from the operation of same.

SEC. 4. That the right to amend, alter, or repeal this Act is hereby expressly reserved, and the same shall become null and void unless the construction of the dam hereby authorized is commenced within one year after the passage of this Act and completed within three years thereafter.

Approved, June 16, 1906.

June 18, 1906.  
Vol. 34, p. 297.

[H. R. 17982.]  
[Public, No.  
239.]

**CHAP. 3340.**—An Act To grant to Charles H. Cornell, his assigns and successors, the right to abut a dam across the Niobrara River on the Fort Niobrara Military Reservation, Nebraska, and to construct and operate a trolley or electric railway line and telegraph and telephone lines across said reservation.

N i o b r a r a  
River.  
Charles H. Cor-  
nell may dam,  
etc., on Fort Ni-  
obrara Military  
Reservation,  
Nebr.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That Charles H. Cornell, his assigns, assignees, successors, and grantees, be, and are hereby, privileged, authorized, and granted the authority and right to construct, maintain, and use for power purposes a dam across the Niobrara River on parts of sections twenty-two and twenty-seven, township thirty-four north, range twenty-seven west of the sixth principal meridian, in the State of Nebraska, and to abut said dam on the east bank of said Niobrara River upon land which is a part of the Fort Niobrara Military Reservation, the property of the United States; and said dam may be of sufficient height and strength to support a body of water affording or furnishing as much as fifty feet effective head for power purposes, with the privilege of backing water upon or overflowing such part of the Fort Niobrara Military Reservation as may reasonably result from the proper construction, maintenance, and use of said dam, and that any damages caused thereby may be assessed by the Secretary of War and paid

Overflow, etc.

Damages.

to the United States before any construction hereby provided for shall be commenced, \* \* \* *Provided*, That the grants and privileges above specified as to such dam, water power \* \* \* aforesaid shall become void unless the construction of said dam be commenced within two years from the approval of this Act and completed and put into operation within five years from the approval of this Act; \* \* \* *Provided*, That a map of said proposed dam, storage reservoir \* \* \* shall be filed with the honorable Secretary of War, and the location thereof shall by him be approved before any of these privileges herein aforesaid shall become effective: *Provided further*, That the privileges herein granted may at any time be rescinded or suspended by order of the Secretary of War; \* \* \*

*Provisos.*  
Time for completion.

Secretary of War to approve plans, etc.

Approved, June 18, 1906.

**CHAP. 3436.**—An Act To establish an additional collection district in the State of Texas, and for other purposes.

June 19, 1906.  
Vol. 34, p. 302.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That an additional collection district in the State of Texas shall be, and is hereby, established, to be known as the district of Sabine, \* \* \* *Provided*, That there shall be conveyed to the United States, free of cost, a valid title to the line of water communication between Taylors Bayou and Sabine Pass, known as the Port Arthur Ship Canal, together with a valid title to the existing turning basin and to the artificial slip on which the lumber dock of the Port Arthur Canal and Dock Company is built; and the Secretary of War is hereby authorized to accept the said waterways as the property of the United States upon the delivery to him of a clear and indefeasible title thereto; and the said waterways shall thereupon become free public waters of the United States, and be subject to the laws heretofore enacted and that may be hereafter enacted by Congress for the maintenance, preservation, protection, and regulation of navigable waters: *Provided further*, That the company or corporation conveying title to said canal as aforesaid shall also convey to the United States, free of cost, the fee to a strip of land one hundred and fifty feet wide along the westerly margin of the canal, except that where the right of way of the Southern Pacific Railroad Company prevents the transfer of such strip of land along the westerly margin of said canal there shall be conveyed such strip on the easterly margin thereof as may be necessary to make up such one hundred and fifty feet of width, with the reservation that until Congress shall have authorized and provided for the enlargement and widening of said canal the said company or corporation, its successors or assigns, shall have the right to control, occupy, and use the said strip of land and every part

[H. R. 10715.]  
[Public, No. 246.]

Customs.  
Sabine, Tex.,  
collection district established.  
R. S., sec. 2578,  
p. 509, amended.  
*Provisos.*  
Port Arthur Ship Canal,  
etc., conveyed to United States.

Additional land conveyed.

Temporary control.

Right to sell,  
etc., subject to  
grant.

Effect.

Charges for  
use of docks,  
etc.

thereof in the same manner and to the same extent as before the execution and delivery of the conveyance, and also the right to transfer, lease, sell, quitclaim, or otherwise dispose of said property and every part thereof, subject to the grant made to the United States: *And provided further*, That this Act shall take effect only when the foregoing requirements shall have been fully complied with to the satisfaction of the Secretary of War. And the charges for the use of said docks and wharves shall be just and reasonable and shall not be greater than charges for similar services at other ports of the United States on the Gulf of Mexico.

\* \* \* \* \*

Approved, June 19, 1906.

June 20, 1906.  
Vol. 34, pp. 321,  
324.

**CHAP. 3447.**—An Act To authorize additional aids to navigation in the Light-House Establishment.

[H. R. 19432.]  
Public, No.  
255.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

\* \* \* \* \*

Maintenance  
of unauthorized  
lights unlawful.

**SEC. 3.** That after the first day of January, nineteen hundred and seven, it shall be unlawful for any person, company, corporation, or municipality not under the control of the Light-House Board, to establish, erect, or maintain in the navigable waters of the United States any light as an aid to navigation, or any other aid to navigation similar to any of those maintained by the United States under the control and direction of the Light-House Board, without first obtaining permission so to do from the Light-House Board, in accordance with rules and regulations to be established by the Secretary of Commerce and Labor; and any person violating the provisions of this section or any of the rules and regulations established by the Secretary of Commerce and Labor in accordance herewith shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of one hundred dollars for each offense, and each day during which such violation shall continue shall be considered as a new offense.

Penalty.

Approved, June 20, 1906.

Concurrent resolution—Duluth-Superior Harbor, Minn. and Wis.

June 20, 1906.  
Vol. 34, part 2.

Duluth-Superior Harbor, Minn., and Wis.  
Survey, etc., of,  
authorized.

*Resolved by the House of Representatives (the Senate concurring)*, That the Secretary of War be, and he is hereby, authorized and directed to cause an examination and survey to be made of the harbor at Duluth, Minnesota, including the entrance thereto, with a view to determining what modifications of the present plan, if any, are desirable.

Passed June 20, 1906.



**CHAP. 3504.**—An Act Making appropriations for the current and contingent expenses of the Indian Department, for fulfilling treaty stipulations with various Indian tribes, and for other purposes, for the fiscal year ending June thirtieth, nineteen hundred and seven.

June 21, 1906.  
Vol. 34, pp. 325,  
368.

[H. R. 15331.]  
[Public, No.  
258.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

\* \* \* \* \*

That the Secretary of the Interior be, and is hereby, authorized, in his discretion, to exchange the whole of the odd numbered sections and parts thereof in the Klamath Indian Reservation in the State of Oregon, now held in private ownership under the final decree and decision of the Supreme Court of the United States, affirming the title of the California and Oregon Land Company thereto, in the suit of the United States against said company as reported in volume one hundred and ninety-two, at page three hundred and fifty-five, of the decisions of said court, and aggregating one hundred and eleven thousand three hundred and eighty-five acres, for other lands not exceeding eighty-seven thousand acres, situate in one or more compact bodies, in townships thirty-one and thirty-two south, of ranges eleven, twelve, and thirteen east in said reservation, said lands so taken in exchange to be selected, subject to the approval of the Secretary of the Interior; and in order to facilitate such exchange and the development of the lands to be so taken thereunder there may also be selected in like manner and as part of the quantity aforesaid other lands in said reservation for the location, construction, and operation of mills and power plants, and with the right to construct railroads, dams, reservoirs, and power-transmission lines, subject to the provisions of existing law and such rules and regulations as the Secretary of the Interior may prescribe thereunder. And when such exchange is effected patents for the lands so selected and approved shall issue therefor.

Railroad grant  
lands in Klamath  
Reservation.  
Exchange au-  
thorized.

Power plants,  
mills, etc.

\* \* \* \* \*

Approved, June 21, 1906.

**CHAP. 3508.**—An Act To regulate the construction of dams across navigable waters.

June 21, 1906.  
Vol. 34, p. 386.

[H. R. 8428.]  
[Public, No.  
262.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That when, hereafter, authority is granted by Congress to any persons to construct and maintain a dam for water power or other purposes across any of the navigable waters of the United States, such dams [*sic*] shall not be built or commenced until the plans and specifications for its construction, together with such drawings of the proposed construction and such map of the proposed location as may be required for a full understanding of the sub-

Dams.  
Regulations  
for constructing,  
over navigable  
waters.

Approval of  
Secretary of War  
and Chief of En-  
gineers.  
Changes.

ject, have been submitted to the Secretary of War and Chief of Engineers for their approval, or until they shall have approved such plans and specifications and the location of such dam and accessory works; and when the plans for any dam to be constructed under the provisions of this Act have been approved by the Chief of Engineers and by the Secretary of War it shall not be lawful to deviate from such plans either before or after completion of the structure unless the modification of such plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *Provided*, That in approving said plans and location such conditions and stipulations may be imposed as the Chief of Engineers and the Secretary of War may deem necessary to protect the present and future interests of the United States, which may include the condition that such persons shall construct, maintain, and operate, without expense to the United States, in connection with said dam and appurtenant works, a lock or locks, booms, sluices, or any other structures which the Secretary of War and the Chief of Engineers at any time may deem necessary in the interest of navigation, in accordance with such plans as they may approve, and also that whenever Congress shall authorize the construction of a lock, or other structures for navigation purposes, in connection with such dam, the person owning such dam shall convey to the United States, free of cost, title to such land as may be required for such constructions and approaches, and shall grant to the United States a free use of water power for building and operating such constructions.

*Proviso.*  
Conditions.

Approaches,  
etc., to locks.

Water power.

Rights reserved  
for navigation.

SEC. 2. That the right is hereby reserved to the United States to construct, maintain, and operate, in connection with any dam built under the provisions of this Act, a suitable lock or locks, or any other structures for navigation purposes, and at all times to control the said dam and the level of the pool caused by said dam to such an extent as may be necessary to provide proper facilities for navigation.

Flowage, etc.,  
damages.

Lights, fish-  
ways, etc.

SEC. 3. That the person, company, or corporation building, maintaining, or operating any dam and appurtenant works, under the provisions of this Act, shall be liable for any damage that may be inflicted thereby upon private property, either by overflow or otherwise. The persons owning or operating any such dam shall maintain, at their own expense, such lights and other signals thereon and such fishways as the Secretary of Commerce and Labor shall prescribe.

Forfeiture of  
rights.

SEC. 4. That all rights acquired under this Act shall cease and be determined if the person, company, or corporation acquiring such rights shall, at any time, fail to comply with any of the provisions and requirements of the Act, or with any of the stipulations and conditions that may be prescribed as aforesaid by the Chief of Engineers and the Secretary of War.

SEC. 5. That any persons who shall fail or refuse to comply with the lawful order of the Secretary of War and the Chief of Engineers, made in accordance with the provisions of this Act, shall be deemed guilty of a violation of this Act, and any persons who shall be guilty of a violation of this Act shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, and every month such persons shall remain in default shall be deemed a new offense and subject such persons to additional penalties therefor; and in addition to the penalties above described the Secretary of War and the Chief of Engineers may, upon refusal of the persons owning or controlling any such dam and accessory works to comply with any lawful order issued by the Secretary of War or Chief of Engineers in regard thereto, cause the removal of such dam and accessory works as an obstruction to navigation at the expense of the persons owning or controlling such dam, and suit for such expense may be brought in the name of the United States against such persons, and recovery had for such expense in any court of competent jurisdiction; and the removal of any structures erected or maintained in violation of the provisions of this Act or the order or direction of the Secretary of War or Chief of Engineers made in pursuance thereof may be enforced by injunction, mandamus, or other summary process, upon application to the circuit court in the district in which such structure may, in whole or in part, exist, and proper proceedings to this end may be instituted under the direction of the Attorney-General of the United States at the request of the Chief of Engineers or the Secretary of War; and in case of any litigation arising from any obstruction or alleged obstruction to navigation created by the construction of any dam under this Act, the cause or question arising may be tried before the circuit court of the United States in any district in which any portion of said obstruction or dam touches.

Punishment  
for noncompliance with orders  
etc.

Removal, etc.

Litigation.

SEC. 6. That whenever Congress shall hereafter by law authorize the construction of any dam across any of the navigable waters of the United States, and no time for the commencement and completion of such dam is named in said Act, the authority thereby granted shall cease and be null and void unless the actual construction of the dam authorized in such Act be commenced within one year and completed within three years from the date of the passage of such Act.

Time of construction.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved as to any and all dams which may be constructed in accordance with the provisions of this Act, and the United States shall incur no liability for the alteration, amendment, or repeal thereof to the owner or owners or any other persons interested in any dam which shall have been constructed in accordance with its provisions.

Right to alter,  
etc., reserved.

Meaning of  
"persons."

SEC. 8. That the word "persons" as used in this Act shall be construed to import both the singular and the plural, as the case demands, and shall include corporations, companies, and associations.

Approved, June 21, 1906.

June 22, 1906.  
Vol. 34, pp. 389,  
448.

[H. R. 16472.]  
[Public, No.  
267.]

**CHAP. 3514.**—An Act Making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and seven, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* \* \* \*

Estimates to  
follow preceding  
year's appropri-  
ations.

Changes.

All estimates  
to be included  
in Book of Esti-  
mates.

Restriction on  
special esti-  
mates.

SEC. 4. Hereafter the estimates for expenses of the Government, except those for sundry civil expenses, shall be prepared and submitted each year according to the order and arrangement of the appropriation Acts for the year preceding. And any changes in such order and arrangement, \* \* \* may be submitted by note in the estimates. \* \* \*

Hereafter the heads of the several Executive Departments and all other officers authorized or required to make estimates for the public service shall include in their annual estimates furnished the Secretary of the Treasury for inclusion in the Book of Estimates all estimates of appropriations required for the service of the fiscal year for which they are prepared and submitted, and special or additional estimates for that fiscal year shall only be submitted to carry out laws subsequently enacted, or when deemed imperatively necessary for the public service by the Department in which they shall originate, in which case such special or additional estimate shall be accompanied by a full statement of its imperative necessity and reasons for its omission in the annual estimates.

\* \* \* \* \*

Approved, June 22, 1906.

June 25, 1906.  
Vol. 34, p. 456.

[S. 6451.]  
[Public, No.  
282.]

**CHAP. 3530.**—An Act To provide for a commission to examine and report concerning the use by the United States of the waters of the Mississippi River flowing over the dams between Saint Paul and Minneapolis, Minnesota.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a commission is hereby created to examine and report to the Secretary of War, for transmission to Congress, concerning the use of the surplus water which shall not be needed for the purposes of navigation flowing over

Mississippi  
River.  
Commission to  
report on use of  
surplus water,  
Minnesota.

the dams now under construction by the United States in the Mississippi River between the cities of Saint Paul and Minneapolis, Minnesota.

That such commission shall be composed of one officer of the Corps of Engineers of the United States Army, one officer of the Quartermaster's Department of the United States Army, both of whom shall be designated by the Secretary of War, and one official of the Treasury Department, who shall be an expert in electrical engineering, who shall be designated by the Secretary of the Treasury.

Composition.

SEC. 2. That this commission shall examine and report upon the following propositions:

Scope.

First. Whether there will be any surplus water flowing over said dams not needed for the purposes of navigation which might be available for mechanical or commercial power.

Use for commercial, etc., power.

Second. Whether such power, or any part thereof, could be economically utilized for furnishing the light and power now needed or which hereafter may be needed in the buildings and property of the United States at Saint Paul, Minneapolis, and Fort Snelling, Minnesota, and, if so, to what extent, and what proportion or amount of the available power could be so utilized by the United States or disposed of in any manner to the advantage of the United States.

For Government buildings, etc., St. Paul, Minneapolis, and Fort Snelling.

Third. If it shall appear to said commission feasible and economical for the United States to use or dispose of such power or any part thereof, then said commission shall report a plan or plans, with terms and conditions for such use or disposition, and an estimate of the cost thereof to the United States.

Plans for using power.

SEC. 3. That the said commission shall meet at such time and place as may be directed by the Secretary of War, and shall transmit said report within two years after the passage of this Act.

Report.

Approved, June 25, 1906.

**CHAP. 3562.**—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Lake Erie and Niagara River, to erect and maintain an inlet pier therefrom, and to construct and maintain filter beds for the purpose of supplying the city of Buffalo with pure water.

June 28, 1906.  
Vol. 34, p. 532.  
[S. 6493.]  
[Public, No. 311.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the city of Buffalo, in the State of New York, to construct and maintain a tunnel under Lake Erie, Niagara River, Black Rock Harbor, and the United States lands known as Fort Porter, extending from a point one thousand feet, more or less, southeasterly of the Horseshoe Reef light eleven thousand feet to the present pumping station of the city of Buffalo,

Buffalo, N. Y.  
May tunnel under Lake Erie, etc., for water supply.

and to erect and maintain an inlet pier therefrom, said inlet pier to be located not more than one thousand one hundred feet southeasterly of the present Horseshoe Reef light: *Provided*, That the top of the said tunnel shall be located at least forty feet below mean lake level, and that the city of Buffalo shall maintain a light from sunset to sunrise on the inlet pier at its own expense.

Approved, June 28, 1906.

June 28, 1906.  
Vol. 34, p. 536.

**CHAP. 3564.**—An Act Granting to the Batesville Power Company right to erect and construct canal and power stations at Lock and Dam Numbered One, upper White River, Arkansas.

[H. R. 13106.]  
[Public, No.  
813.]

White River,  
Ark.  
Batesville  
Power Company  
may construct  
canal, etc., at  
Lock and Dam  
No. 1 for power  
station.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby given to the Batesville Power Company, a corporation created and organized under a charter granted by the State of Arkansas, its successors or assigns, to erect, construct, operate, and maintain inlet and outlet races, canals, or other structures and a power station or stations at or near Lock and Dam Numbered One, upper White River, Arkansas, and to make such other improvements as may be necessary for the development of water power from Pool Numbered One, and the transmission or application of the same: *Provided*, That the constructions hereby authorized are not built on any lands belonging to the United States and do not in any way impair the usefulness of any improvement made by the Government for the benefit of navigation: *Provided further*, That in the operation of the aforesaid constructions the withdrawal of water from the river shall at all times be under the direction and control of the Secretary of War, and that until the plans and location of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War, the improvements shall not be commenced or built, and the Secretary of War is authorized and directed to fix from time to time reasonable charges to be paid by said company for the use of said power.

*Provisos.*  
Condition.

Control of wa-  
ter.

Time of con-  
struction.

**SEC. 2.** That unless the work herein authorized be commenced within one year and completed within three years from the date hereof the privileges hereby granted shall cease and be determined.

Amendment.

**SEC. 3.** That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, June 28, 1906.

**CHAP. 3566.**—An Act Permitting the building of a dam across the Mississippi River between the counties of Stearns and Sherburne, in the State of Minnesota.

June 28, 1906.  
Vol. 34, p. 537.

[H. R. 19431.]  
[Public, No. 315.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to The Saint Cloud Electric Power Company, a Minnesota corporation, its successors or assigns, to construct and maintain across the Mississippi River a dam, canal, and works necessarily incident thereto for water power and supply purposes, and a lock for navigation purposes, which lock shall be operated and kept in repair, as may be required by the Secretary of War, by the said company at its own expense, at any point between section seven, township one hundred and twenty-three, range twenty-seven, in the county of Stearns and State of Minnesota, and section twenty-five, township thirty-five, range thirty-one, and sections thirty and thirty-one, in township thirty-five, range thirty west, in Sherburne County, Minnesota: *Provided*, That the plans for the construction of such dam and appurtenant works including a lock shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *And provided further*, That the said The Saint Cloud Electric Power Company, its successors and assigns, shall not deviate from such plans after such approval, either before or after the completion of said structure, unless the modification of such plans shall have previously been submitted to and received the approval of the Chief of Engineers and the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway, so arranged so [*sic*] as to permit logs, timber, and lumber to pass around, through, and over said dam without unreasonable delay or hinderance [*sic*] and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith any further suitable lock for navigation purposes and may at any time without compensation control the said dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce at the expense of the owners such modifications and changes in the construction of said dam as he may deem advisable in the interest of navigation: *And provided further*, That in consideration of the conveyance to the United States of America by said corporation, or its successors or assigns, of such suitable tract or tracts of land as may be approved or selected by the Chief of Engineers and the Secretary of War for lock or other purposes for

Mississippi River.  
The St. Cloud Power Company may dam, in Minnesota (at Augusta).

Location.

*Provisos.*  
Approval of plans.

Changes.

Sluiceway.

Lock for navigation.

Flowage rights.

such navigation as aforesaid, the right shall become and the same is hereby vested in the said The Saint Cloud Electric Power Company, its successors and assigns, to flow and inundate with water any islands in the Mississippi River situate above said proposed site and situated southerly of the municipal limits of Saint Cloud, Stearns County, Minnesota, which may belong to the United States of America and which have not been subjected to any entry under the homestead laws or other disposition at the time of the passage of this Act, such right of flowage to be enjoyed without any compensation to be paid to the United States of America, save and except the value of said lands so to be conveyed for lock or other purposes.

Fishways.

SEC. 2. That suitable fishways, to be approved by the United States Fish Commissioner, shall be constructed and maintained at said dam by said corporation, its successors or assigns.

Litigation.

SEC. 3. That in case any litigation arises from the building of said dam or locks or from the obstruction of said river by said dam or appurtenant works cases may be tried in the proper courts as now provided for that purpose in the State of Minnesota or in the courts of the United States.

Amendment.

Time of construction.

SEC. 4. That the right to amend, alter, or repeal this Act is hereby expressly reserved, and the same shall become null and void unless the construction of the dam hereby authorized is commenced within one year after the passage of this Act and completed within three years thereafter.

Approved, June 28, 1906.

June 28, 1906.  
Vol. 34, p. 538.

[H. R. 19680.]  
[Public, No.  
317.]

Coney Island  
channel, etc.,  
N. Y.  
Survey authorized.

**CHAP. 3568.**—An Act Directing the Secretary of War to cause an examination and survey to be made of Coney Island channel.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and directed to cause an examination and survey to be made of Coney Island channel, New York, with a view to estimating the cost of securing a channel twenty feet deep and six hundred feet wide at low tide, extending from deep water southwest of Nortons Point eastwardly to deep water off Rockaway Inlet and across the bar lying west of Rockaway Inlet to deep water in Jamaica Bay.

Approved, June 28, 1906.



[No. 37.] Joint Resolution Authorizing the President of the United States to appoint a commission to examine and report upon a route for the construction of a free and open waterway to connect the waters of the Chesapeake and Delaware bays.

June 28, 1906.  
Vol. 34, p. 885.  
[H. J. R. 21.]  
[Pub. Res., No. 37.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the United States is hereby authorized to appoint a commission, consisting of an officer or retired officer of the Engineer Corps of the United States Army, an officer of the United States Navy, and one person from civil life, to examine and appraise the value of the works and franchises of the Chesapeake and Delaware Canal, connecting the waters of the Chesapeake and Delaware bays, with reference to the desirability of purchasing said canal by the United States and the construction over the route of the said canal of a free and open waterway having a depth and capacity sufficient to accommodate the largest vessel afloat at mean low water. Said commission, to the extent that the same can be done from the surveys heretofore made under the direction of the War Department and within the limits of the appropriation herein made, shall also examine and investigate the feasibility, for the purpose of such a waterway, of the route known as the Sassafras route. The said commission shall make a report of its work, together with its conclusions upon the probable cost and commercial advantages and military and naval uses of each of said routes, to the Secretary of War, who shall transmit the same to Congress at its next session. The sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to pay the expenses of said commission, including such clerical assistance as may be deemed necessary by said commission, and such reasonable compensation for the services of the members of said commission as the President in his discretion may see fit to allow.

Chesapeake and Delaware Canal.

Commission to appraise, etc., value of works, etc., authorized. Members of.

Investigation of Sassafras route.

Report on probable cost, etc., of routes.

Appropriation.

Approved, June 28, 1906.

**CHAP. 3609.**—An Act To repeal section five, chapter fourteen hundred and eighty-two, Act of March third, nineteen hundred and five.

June 29, 1906.  
Vol. 34, p. 618.

[H. R. 7083.]  
[Public, No. 355.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section five of chapter fourteen hundred and eighty-two, Act of March third, nineteen hundred and five, being "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," said section five reading, "SEC. 5. That Cane River, in Natchitoches Parish, Louisiana, is hereby declared to be not a

Cane River, Natchitoches Parish, La.

Vol. 33, p. 1148, repealed.  
*Ante*, p. 1123.

Navigability of.

*Proviso.*  
Nonliability of  
United States.

navigable water of the United States within the meaning of the laws enacted by Congress for the preservation and protection of such waters," be, and the same is hereby, repealed: *Provided*, That this repeal shall not be held to furnish any ground for any claim against the United States by reason of construction of bridges, or preparation for the construction thereof, across said stream, or arising from any action taken in reliance upon the said section five above referred to.

Approved, June 29, 1906.

June 29, 1906.  
Vol. 34, p. 626.

**CHAP. 3621.**—An Act For the control and regulation of the waters of Niagara River, for the preservation of Niagara Falls, and for other purposes.

[H. R. 18024.]  
[Public, No.  
367.]

Niagara Falls.  
Preservation  
of.

Vol. 34, pp. 812,  
824.

Post, p. 1209;  
ante, p. 1144.

*Proviso.*  
Diversion of  
the waters.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the diversion of water from Niagara River or its tributaries, in the State of New York, is hereby prohibited, except with the consent of the Secretary of War as hereinafter authorized in section two of this Act: *Provided*, That this prohibition shall not be interpreted as forbidding the diversion of the waters of the Great Lakes or of Niagara River for sanitary or domestic purposes, or for navigation, the amount of which may be fixed from time to time by the Congress of the United States or by the Secretary of War of the United States under its direction.

Permits  
granted by Sec-  
retary of War.

SEC. 2. That the Secretary of War is hereby authorized to grant permits for the diversion of water in the United States from said Niagara River or its tributaries for the creation of power to individuals, companies, or corporations which are now actually producing power from the waters of said river, or its tributaries, in the State of New York, or from the Erie Canal; also permits for the transmission of power from the Dominion of Canada into the United States, to companies legally authorized therefor, both for diversion and transmission, as hereinafter stated, but permits for diversion shall be issued only to the individuals, companies, or corporations as aforesaid, and only to the amount now actually in use or contracted to be used in factories the buildings for which are now in process of construction, not exceeding to any one individual, company or corporation as aforesaid a maximum amount of eight thousand six hundred cubic feet per second, and not exceeding to all individuals, companies or corporations as aforesaid an aggregate amount of fifteen thousand six hundred cubic feet per second; but no revocable permits shall be issued by the said Secretary under the provisions hereafter set forth for the diversion of additional amounts of water from the said river or its tributaries until the approximate amount

Transmission  
of power.

Restrictions.

for which permits may be issued as above, to wit, fifteen thousand, six hundred cubic feet per second, shall for a period of not less than six months have been diverted from the waters of said river or its tributaries, in the State of New York: *Provided*, That the said Secretary, subject to the provisions of section five of this Act, under the limitations relating to time above set forth is hereby authorized to grant revocable permits, from time to time, to such individuals, companies, or corporations, or their assigns, for the diversion of additional amounts of water from the said river or its tributaries to such amount, if any, as, in connection with the amount diverted on the Canadian side, shall not injure or interfere with the navigable capacity of said river, or its integrity and proper volume as a boundary stream, or the scenic grandeur of Niagara Falls; and that the quantity of electrical power which may by permits be allowed to be transmitted from the Dominion of Canada into the United States, shall be one hundred and sixty thousand horsepower: *Provided further*, That the said Secretary, subject to the provisions of section five of this Act, may issue revocable permits for the transmission of additional electrical power so generated in Canada, but in no event shall the amount included in such permits, together with the said one hundred and sixty thousand horsepower and the amount generated and used in Canada, exceed three hundred and fifty thousand horsepower: *Provided always*, That the provisions herein permitting diversions and fixing the aggregate horsepower herein permitted to be transmitted into the United States, as aforesaid, are intended as a limitation on the authority of the Secretary of War, and shall in no wise be construed as a direction to said Secretary to issue permits, and the Secretary of War shall make regulations preventing or limiting the diversion of water and the admission of electrical power as herein stated; and the permits for the transmission of electrical power issued by the Secretary of War may specify the persons, companies, or corporations by whom the same shall be transmitted, and the persons, companies, or corporations to whom the same shall be delivered.

SEC. 3. That any person, company, or corporation diverting water from the said Niagara River or its tributaries, or transmitting electrical power into the United States from Canada, except as herein stated, or violating any of the provisions of this Act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding two thousand five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court. And, further, the removal of any structures or parts of structures erected in violation of this Act, or any construction incidental to or used for such diversion of water or transmission of power as

*Provisos.*  
Revocable permits for additional water.

Additional electrical power.

Limit.

Effect of limitation.

Regulations.

Permits may specify persons, etc.

Unlawful diversion of waters.

Penalty.

Removal of structures, etc.

is herein prohibited, as well as any diversion of water or transmission of power in violation hereof, may be enforced or enjoined at the suit of the United States by any circuit court having jurisdiction in any district in which the same may be located, and proper proceedings to this end may be instituted under the direction of the Attorney-General of the United States.

Treaty with  
Great Britain.

SEC. 4. That the President of the United States is respectfully requested to open negotiations with the Government of Great Britain for the purpose of effectually providing, by suitable treaty with said Government, for such regulation and control of the waters of Niagara River and its tributaries as will preserve the scenic grandeur of Niagara Falls and of the rapids in said river.

Termination of  
all permits.

SEC. 5. That the provisions of this Act shall remain in force for three years from and after date of its passage, at the expiration of which time all permits granted hereunder by the Secretary of War shall terminate unless sooner revoked, and the Secretary of War is hereby authorized to revoke any or all permits granted by him by authority of this Act, and nothing herein contained shall be held to confirm, establish, or confer any rights heretofore claimed or exercised in the diversion of water or the transmission of power.

Appropriation.

SEC. 6. That for accomplishing the purposes detailed in this Act the sum of fifty thousand dollars, or so much thereof as may be necessary, is hereby appropriated from any moneys in the Treasury not otherwise appropriated.

Amendment.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 29, 1906.

June 29, 1906.  
Vol. 34, p. 628.

[H. R. 18596.]  
[Public, No.  
368.]

**CHAP. 3622.**—An Act To enable the Secretary of War to permit the erection of a lock and dam in aid of navigation in the White River, Arkansas, and for other purposes.

White River,  
Ark.  
J. A. Omberg,  
jr., may build  
lock and dam  
across.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized and empowered to grant permission to J. A. Omberg, junior, to build and construct a lock and dam across the White River at such point above Lock Numbered Three, now built or being built by the United States, as may be approved by the Secretary of War, the said lock and dam to be constructed under his direction, supervision, and control, and in accordance with and conformity to the plans and designs as may be approved by the Chief of Engineers of the United States Army: *Provided,* That the plans and designs of the said structure shall be prepared by the said contracting party at his own expense; and the said contracting party shall purchase and pay for all lands on either side of the river that may

*Proviso.*  
Plans, etc.

Construction.

be necessary to the successful construction and operation of said lock and dam, including flowage rights and rights of way for ingress and egress from public highways, and deed the same to the United States, and make all excavations, erect all stone, concrete, and timber work, furnish all materials of every character, and pay for all labor employed in the construction of said lock and dam, and give said lock and dam to the United States completed, free of all cost, expense, claims, or charges of any kind whatsoever.

Transfer, free  
of cost.

SEC. 2. That the said individual undertaking the construction of said work shall begin the building of said lock and dam within eighteen months from the passage of this Act, and the same shall be completed within two years from the date of beginning the construction, the right being reserved to the United States to enter on the construction of said lock and dam, if deemed advisable, at any time before the work is commenced by said contracting party; or if begun and not carried on in strict accordance with the directions of the Secretary of War, then the United States may assume the further construction and completion of said work at its option, the cost of such further construction and completion to be paid by the said contracting individual.

Time of con-  
struction.

SEC. 3. That the deed to the United States to the land to be purchased and donated to the same, as mentioned in the first section of this Act, shall be executed and delivered within twelve months after the passage of this Act; and, further, that the Secretary of War shall determine from time to time whether the work is being properly done, and may require an increase in force to be employed by the contractor, so as to force the work to completion within the limit mentioned in the Act.

Deed.

Character of  
work.

SEC. 4. That in consideration of the construction of said lock and dam, free of cost to the United States except as provided in section one of this Act, the United States hereby grants to the person constructing said lock and dam under the provisions of this Act such rights as it possesses to use the water power produced by said dam and to convert the same into electric power or otherwise utilize it for a period of ninety-nine years: *Provided*, That he shall furnish the necessary electric current while his power plant is in operation to move the gates and operate the locks and to light the United States buildings and grounds free of cost to the United States: *Provided further*, That the said person shall operate and maintain the said locks, affording passage to all boats and craft desiring to use the same, but the Secretary of War, in the interest of navigation, may relieve him of this obligation: *And provided further*, That the plans for the necessary works and structures to utilize said water power shall be approved by the Secretary of War, and that nothing shall be done in the use of the water from said dam or otherwise to interfere with or in any way impede or retard the proper

Grant of water-  
power privileges.

*Provisos.*  
Electric cur-  
rent.

Operating  
locks.

Secretary of  
War to approve  
plans, etc.

Regulations.	and complete navigation of the river at all times, nor in any way to interfere with the use and control of the same by the United States for the purposes of navigation: <i>And provided further</i> , That the Secretary of War is hereby authorized to prescribe regulations to govern the use of the said water power and the operations of the plant and force employed in connection therewith; and no claim shall be made against the United States for any failure of water power resulting from any cause whatever.
Failure to notify.	SEC. 5. That in case of failure on the part of said J. A. Omberg, junior, his heirs and assigns, for a period of twelve months to formally notify the Secretary of War of his intention to proceed with the construction of the lock and dam as herein provided, then it shall be lawful for the Secretary of War to contract with any private corporation, company, firm, or persons for the construction of said lock and dam on the terms and in the manner herein provided: <i>Provided</i> , That the Secretary of War may require the contracting party to execute a bond, with proper sureties, before the commencement of the work, in such amount as he may consider necessary, not exceeding one hundred thousand dollars, to insure the commencement, prosecution, and completion of the work herein authorized and compliance with the terms, conditions, and requirements of this Act; and in case of failure to comply with the requirements of said bond the said contracting party shall forfeit to the United States the full amount thereof.
New contract.	
<i>Proviso.</i> Bond.	
Forfeiture.	
Revocation.	SEC. 6. That the right is expressly reserved in the United States to revoke by Act of Congress the rights, privileges, and benefits conferred by this Act; but in the event of such revocation the United States shall pay to the corporation, company, firm, or persons who may erect said lock and dam under the provisions of this Act as full compensation the reasonable value, exclusive of the franchise hereby conferred, of all properties erected and lands purchased by them necessary for the enjoyment of the benefits conferred upon them by the provisions of this Act, such value to be determined by mutual agreement between the Secretary of War and the owners of said properties; and in case they can not agree, then by proceedings instituted in the United States circuit court for the condemnation of said property, such proceedings to conform as nearly as may be to the laws of the State of Arkansas in respect of condemning land for the right of way for railroad purposes: <i>Provided</i> , That to insure compliance with the terms of the contract or of this Act, or to protect the interests of navigation, the Secretary of War shall have power at any time, before or after the completion of the work, to order a suspension of all privileges granted by this Act: <i>And provided further</i> , That compliance with such order of suspension may be enforced by the injunction of the circuit court of the United States exercising jurisdiction in the district in which the work is
Compensation for improvements.	
Determining value of.	
<i>Provisos.</i> Suspension of privileges.	
Enforcement by injunction.	

situated, and proper proceedings to this end shall be instituted by the Attorney-General upon request of the Secretary of War.

SEC. 7. That nothing in this Act shall be construed as in any way interfering with the exclusive jurisdiction over and control by the United States of the White River and the lock and dam therein to be erected for the purpose of navigation, nor as repealing or modifying any of the provisions of law now existing in reference to the protection of navigation.

Approved, June 29, 1906.

**CHAP. 3628.**—An Act To amend an Act entitled “An Act authorizing the condemnation of lands or easements needed in connection with works of river and harbor improvement at the expense of persons, companies, or corporations,” approved May sixteenth, nineteen hundred and six.

June 29, 1906.  
Vol. 34, p. 632.

[H. R. 20266.]  
[Public, No. 374.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That an Act entitled “An Act authorizing the condemnation of lands or easements needed in connection with works of river and harbor improvement at the expense of persons, companies, or corporations,” approved May sixteenth, nineteen hundred and six, be amended so as to read as follows:

Rivers and harbors.  
Condemnation of land for improvement of.  
Vol. 34, p. 196, amended.  
*Ante*, p. 1162.

“That whenever any person, company, or corporation, municipal or private, shall undertake to secure any land or easement therein, needed in connection with a work of river and harbor improvement duly authorized by Congress, for the purpose of conveying the same to the United States free of cost, or for the purpose of constructing, maintaining, and operating locks, dry docks, or other works to be conveyed to the United States free of cost, and of constructing, maintaining and operating dams for use in connection therewith, and shall be unable for any reason to obtain the same by purchase and acquire a valid title thereto, the Secretary of War may, in his discretion, cause proceedings to be instituted in the name of the United States for the acquirement by condemnation of said land or easement, and it shall be the duty of the Attorney-General of the United States to institute and conduct such proceedings upon the request of the Secretary of War: *Provided*, That all expenses of said proceedings and any award that may be made thereunder shall be paid by the said person, company, or corporation, to secure which payment the Secretary of War may require the said person, company, or corporation to execute a proper bond in such amount as he may deem necessary before said proceedings are commenced.”

Securing land, etc., by private parties.

Construction, etc., of dams, locks, etc.

Proceedings.

*Proviso.*  
Expenses.

Bond.

Approved, June 29, 1906.

June 29, 1906.  
Vol. 34, p. 837.

[No. 44.] Joint Resolution Providing for the improvement of the harbor at South Haven, Michigan.

[H. J. R. 178.]  
[Pub. Res., No. 44.]

South Haven,  
Mich.

Dredging of  
harbor, author-  
ized.

Vol. 33, p. 1136.  
*Ante*, p. 1107.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized, in his discretion, to expend such sum as may be necessary, not exceeding ten thousand dollars, out of any appropriation heretofore made, for improving the harbor at South Haven, Michigan, for the purpose of dredging said harbor to a depth of sixteen feet in accordance with a report submitted in House Document Numbered One hundred and nineteen, Fifty-eighth Congress, second session.

Approved, June 29, 1906.

June 29, 1906.  
Vol. 34, p. 838.

[No. 45.] Joint Resolution Providing for the improvement of a certain portion of the Mississippi River.

[H. J. R. 179.]  
[Pub. Res., No. 45.]

Mississippi  
River.

Improvement  
of, from mouth  
of Ohio to mouth  
of the Missouri.

Use of unex-  
pended appro-  
priation for.

Vol. 33, p. 1195.  
*Ante*, p. 1135.

*Proviso*.  
Restriction.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized, in his discretion, to expend any portion of the balance now remaining to the credit of the improvement for the Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River, for the repair or completion of improvements already under way, or for the construction of other works, in accordance with general plans already made or approved: *Provided*, That such expenditures shall only be made for improvements which shall be useful for purposes of navigation.

Approved, June 29, 1906.

June 30, 1906.  
Vol. 34, pp. 634,  
644.

**CHAP. 3912.**—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, nineteen hundred and six, and for prior years, and for other purposes.

[H. R. 20403.]  
[Public, No. 381.]

Deficiencies  
appropriations.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year nineteen [hundred] and six, and for prior years, and for other objects hereinafter stated, namely:

\* \* \* \* \*

Advertising.

**ADVERTISING:** To enable the Secretary of War to pay the amounts due certain newspapers for publishing advertisements for proposals for dredging Skidaway Narrows, Georgia, as set forth in Senate Document Numbered One hundred and ninety-seven of the present session, twenty-one dollars and forty-two cents.

Skidaway Nar-  
rows, Ga.

\* \* \* \* \*

California  
Débris Commis-  
sion.  
Expenses.

**EXPENSES, CALIFORNIA DÉBRIS COMMISSION:** For furniture, stationery, instruments, photographic appliances, and all labor and materials necessary to restore records



and property of all sorts destroyed during the earthquake and consequent conflagration of April, nineteen hundred and six, at San Francisco, California, five thousand dollars, to continue available during the fiscal year nineteen hundred and seven.

\* \* \* \* \*

Approved, June 30, 1906.

**CHAP. 3914.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and seven, and for other purposes.

June 30, 1906.  
Vol. 34, pp. 697,  
736, 742, 743, 745,  
763, 764.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and seven, namely [<sup>a</sup>]:

[H. R. 19844.]  
Public, No.  
383.]

Sundry civil  
expenses appro-  
priations.

\* \* \* \* \*

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Rivers and  
harbors.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Vol. 29, p. 202.  
*Ante*, pp. 744,  
759.

Improving harbor at Portland, Maine: For continuing improvement, eighty thousand dollars.

Portland, Me.

Improving harbor at San Pedro, California: For continuing construction of breakwater, two hundred and ninety thousand dollars.

San Pedro, Cal.

For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows:

Vol. 30, p. 1121.  
*Ante*, p. 843.

Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, two hundred and fifty thousand dollars.

Gowanus Bay,  
N. Y.

Improving harbor at Black River, Ohio: For continuing improvement, in completion of contract authorization, of harbor at mouth of Black River, Lorain, Ohio, forty-six thousand dollars.

Black River,  
Lorain, Ohio.

Improving harbor at Bridgeport, Connecticut: For continuing improvement, seventy-two thousand five hundred dollars.

Bridgeport,  
Conn.

Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, two hundred and sixty-five thousand dollars.

Ambrose chan-  
nel, N. Y.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement by the construction of Dams

Ohio River, be-  
low Pittsburg,  
Pa.

<sup>a</sup> The item in section 10 of this act appropriating \$400,000 for the construction at the Jamestown Exposition grounds, Virginia, of two piers, and the dredging of a basin or harbor between the same (Stats. L., vol. 34, p. 765), is omitted from this compilation, as is also the item in the deficiency act approved February 9, 1907 (Stats. L., vol. 34, p. 887), appropriating \$65,000 for dredging work necessary to complete the channel of approach to the said piers from deep water in Hampton Roads, and for dredging Bush Creek to accommodate the needs of the life-saving exhibit.

Numbered Thirteen and Eighteen, one hundred and sixty thousand four hundred dollars.

Vol. 32, p. 331.  
*Ante*, p. 949.

For works authorized by the river and harbor Act of nineteen hundred and two, as follows:

Boston, Mass.

Improving harbor at Boston, Massachusetts: For continuing improvement by providing channels thirty-five feet deep, and of authorized widths, from the navy-yard at Charlestown and the Chelsea and Charles River bridges to President Roads, and thence by route designated as numbered three through Broad Sound to the ocean, six hundred thousand dollars.

Gloucester,  
Mass.

Improving harbor at Gloucester, Massachusetts: For completing improvement in accordance with the modified project as authorized, seventeen thousand and eighty-three dollars.

Lake Erie entrance to Black  
Rock Harbor, N. Y.

Improving Lake Erie entrance to Black Rock Harbor and Erie Basin, New York: For completing improvement, two hundred and thirty-seven thousand six hundred and forty-three dollars.

Arthur Kill,  
N. Y. and N. J.

Improving Arthur Kill, New York and New Jersey: For continuing improvement of channel from Kill von Kull to Raritan Bay, fifty thousand dollars.

Cleveland,  
Ohio.

Improving harbor at Cleveland, Ohio: For continuing improvement in accordance with the plan for new harbor entrance and breakwater extension, three hundred and fifty thousand dollars.

San Pablo Bay,  
Cal.

Improving San Pablo Bay, California: For completing improvement by constructing a channel between the Straits of Carquinez and the Golden Gate, off Point Pinole, Point Wilson, and Lone Tree Point, fifty-three thousand one hundred and sixty-eight dollars and forty-one cents.

Kennebec  
River, Me.

Improving Kennebec River, Maine: For continuing improvement between Gardiner and Augusta, fifteen thousand dollars.

Passaic River,  
N. J.

Improving Passaic River, New Jersey: For continuing improvement from the Montclair and Greenwood Lake Railroad bridge to deep water in Staten Island Sound, forty-six thousand dollars.

Black Warrior,  
Warrior, and  
Tombigbee rivers,  
Ala.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement, in completion of contract authorization, by the construction of Locks and Dams Numbered One, Two, and Three in the Tombigbee and Warrior rivers, sixty thousand dollars.

Mississippi  
River.  
Southwest  
Pass.

Improving Southwest Pass, Mississippi River: For continuing improvement in completion of contract authorization, five hundred thousand dollars.

Ouachita and  
Black rivers,  
Ark. and La.

Improving Ouachita River, Arkansas and Louisiana: For continuing improvement of Ouachita and Black rivers, Arkansas and Louisiana, in completion of contract authorization, by the construction of Lock Numbered Four, near Monroe, Louisiana, and of Lock Numbered Six, near Roland Raft, Arkansas, ninety-one thousand nine hundred and fifty-four dollars.

Improving Big Sandy River, West Virginia and Kentucky: For continuing improvement in completion of contract authorization by the construction of locks and dams on Big Sandy River and Tug and Levisa forks of the same, forty thousand dollars.

Big Sandy  
River, W. Va.  
and Ky.

Improving Detroit River, Michigan: For continuing improvement from Detroit to Lake Erie, in accordance with "Plan A," and in completion of contract authorization, three hundred thousand dollars.

Detroit River,  
Mich.

Improving Middle and West Neebish channels, Saint Marys River, Michigan: For continuing improvement, one million dollars.

St. Marys  
River, Mich.

Improving Trinity River, Texas: For continuing improvement in completion of present authorization, twenty-five thousand dollars.

Trinity River,  
Tex.

For works authorized by the river and harbor Act of nineteen hundred and five, as follows:

Vol. 33, p. 1117.  
*Ante*, p. 1080.

Improving Aransas Pass and Bay, Texas: For continuing improvement of Aransas Pass in completion of contract authorization, one hundred thousand dollars, to be applied to the construction of the project in accordance with the design and specifications of the Aransas Pass Harbor Company, and in continuation of the work heretofore done, and to such additional work as may be necessary for strengthening the jetty.

Aransas Pass  
and Bay, Tex.

Improving Black Rock Harbor and Channel, New York: For continuing improvement, two hundred and thirty-three thousand dollars.

New York.  
Black Rock  
Harbor.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement by the construction of Locks and Dams Numbered One and Two in the Tombigbee River, and the completion of Lock and Dam Numbered One in the Tombigbee River near Demopolis, and those Numbered Two and Three in the Warrior River next above, and by the construction of dredge and lock houses as authorized, five hundred and forty-three thousand four hundred and sixty-six dollars.

Black Warrior,  
Warrior, and  
Tombigbee riv-  
ers, Ala.

Improving Bayou Plaquemine, Louisiana: For completing improvement, one hundred thousand dollars.

Bayou Plaque-  
mine, La.

Improving mouth of Brazos River, Texas: For continuing improvement in completion of contract authorization, eighty-seven thousand five hundred dollars.

Brazos River,  
Tex.

Improving Cape Fear River, North Carolina: For continuing improvement at and below Wilmington, two hundred thousand dollars.

Cape Fear  
River, N. C.

Improving Cumberland River above Nashville, Tennessee: For continuing improvement by the construction of Lock and Dam Numbered Twenty-one, one hundred and twenty thousand dollars.

Cumberland  
River, Tenn.

Improving Calumet River, Illinois and Indiana: For continuing improvement, one hundred and fifty-six thousand dollars.

Calumet River,  
Ill. and Ind.

Improving Mouth of Columbia River, Oregon and Washington: For continuing improvement in completion of contract authorization, three hundred thousand dollars.

Mouth of Co-  
lumbia River,  
Oreg. and Wash.

Columbia River,  
Wash.

Improving Columbia River, Washington: For continuing improvement, between the mouth of Willamette River and the city of Vancouver, Washington, thirteen thousand dollars.

Between The Dalles Rapids and Celilo Falls.

Improving Columbia River at Three-Mile Rapids, Oregon and Washington: For continuing improvement of Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls by means of a canal and locks, in accordance with the modified project and in completion of contract authorization, two hundred and fifty thousand dollars.

Columbia and lower Willamette, Oreg.

Improving Columbia and Lower Willamette rivers, below Portland, Oregon: For continuing improvement in completion of contract authorization, one hundred and twenty-five thousand dollars.

Delaware River, Pa. and N. J.

Improving Delaware River, Pennsylvania and New Jersey: For continuing improvement in completion of contract authorization, one million dollars.

Detroit River, Mich.

Improving Detroit River, Michigan: For continuing improvement in completion of contract authorization, four hundred thousand dollars.

Duluth, Minn., and Superior, Wis.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, one hundred thousand dollars.

Galveston Harbor, Tex.

Improving harbor at Galveston, Texas: For continuing improvement in completion of contract authorization, two hundred and fifty thousand dollars.

Galveston ship channel and Buffalo Bayou, Tex.

Improving Galveston Ship Channel and Buffalo Bayou, Texas: For continuing improvement to a point at or near the head of Long Reach, in accordance with the modified project and in completion of contract authorization, two hundred thousand dollars.

Allegheny River, Pa.  
Dams.

Dam at Herr Island, Allegheny River, near Pittsburgh, Pennsylvania: For completing improvement by the construction of locks and dams at Herr Island, at head of Six-Mile Island, and at Springdale, two hundred and eighty-one thousand two hundred and twenty-six dollars and sixty-three cents.

Hillsboro Bay, Fla.

Improving Hillsboro Bay, Florida: For completing improvements, with a view to obtaining a depth of twenty feet from the lower bay to the mouth of Hillsboro River, three hundred and forty-eight thousand three hundred and fifty dollars.

Huron, Ohio.

Improving harbor at Huron, Ohio: For continuing improvement, one hundred and fifty thousand dollars.

Holland, Black Lake, Mich.

Improving harbor at Holland, Black Lake, Michigan: For continuing improvement of harbor at Holland, seventy thousand dollars.

Honolulu, Hawaii.

Improving harbor at Honolulu, Hawaii: For continuing improvement in completion of contract authorization, two hundred thousand dollars.

Illinois and Mississippi Canal.

Illinois and Mississippi Canal: For completing improvement, two hundred thousand dollars.

Improving harbor at Lynn, Massachusetts: For completing improvement, ninety-seven thousand nine hundred and thirty-seven dollars.

Lynn, Mass.

Improving Monongahela River, Pennsylvania: For continuing improvement, in completion of contract authorization, by the reconstruction of Lock and Dam Numbered Three, three hundred and eighty-nine thousand one hundred and ninety-six dollars.

Monongahela River, Pa.

Improving Mississippi River from mouth of Ohio River to Minneapolis, Minnesota: For continuing improvement, in completion of contract authorization, from the mouth of the Missouri River to Saint Paul, Minnesota, three hundred thousand dollars.

Mississippi River.  
From mouth of Missouri River to St. Paul.

For continuing improvement of Mississippi River at Moline, Illinois, one hundred and fifty thousand dollars.

Moline, Ill.

For continuing improvement of Mississippi River between Saint Paul and Minneapolis by the construction of Locks and Dams Numbered One and Two, thirty thousand dollars.

Locks and Dams Nos. 1 and 2.

Maintenance of South Pass Channel, Mississippi River: For expenses of maintenance, to remain available until expended, fifty thousand dollars.

South Pass channel.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement by the completion of Locks and Dams Numbered Two, Three, Four, and Five, and the modification of said locks and dams, and of Lock and Dam Numbered Six, so as to secure a stage of nine feet in the pools belonging thereto, one million two hundred and eighty-one thousand three hundred and seventy-six dollars.

Ohio River, Pa.

For continuing improvement, in completion of contract authorization, by the construction of Locks Numbered Eight and Eleven, one hundred and sixty thousand dollars.

Improving harbor at Oakland, California: For continuing improvement, with a view to obtaining a channel three hundred feet wide and twenty-five feet deep from San Francisco Bay to Fallon street, eighty-one thousand dollars.

Oakland, Cal.

Harbor of refuge at Point Judith, Rhode Island: For continuing improvement in completion of contract authorization, one hundred thousand dollars, to be applied in extending the easterly or shore arm of the breakwater and continuing it to the shore, with a view of providing a shelter for a landing place for the passengers, crews, and cargoes of vessels in distress, and other vessels, and for the lifeboats of the Point Judith life-saving service.

Point Judith, R. I.

Improving Providence River and Harbor, Rhode Island: For continuing improvement, including Green Jacket Shoal, three hundred and five thousand dollars.

Providence River and Harbor, R. I.

Improving Patapsco River, Maryland: For continuing improvement of channel to Baltimore, including shoals in Chesapeake Bay off York Spit, five hundred thousand dollars.

Patapsco River, Md.

- Sandy Bay, Mass.** Harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: For continuing improvement in completion of contract authorization, one hundred thousand dollars.
- Savannah, Ga.** Improving harbor at Savannah, Georgia: For continuing improvement, one hundred and fifty thousand dollars.
- St. Johns River, Fla.** Improving Saint Johns River, Florida: For completing improvement from Jacksonville to the ocean, three hundred and nine thousand seven hundred and fifty dollars.
- Sabine and Neches rivers, Tex.** Improving Sabine and Neches rivers, Texas: For continuing improvement by connecting Sabine and Neches rivers with Taylors Bayou, or a point in Sabine Lake near the mouth of said bayou, by a channel at or near the west shore of Sabine Lake, four hundred and eleven thousand five hundred dollars.
- Sandusky, Ohio.** Improving harbor at Sandusky, Ohio: For continuing improvement, one hundred and seventy-five thousand dollars.
- St. Marys River, Mich.** Improving Saint Marys River, Michigan: For continuing improvement at the falls, one hundred thousand dollars.
- Trinity River, Tex.** Improving Trinity River, Texas: For continuing improvement, eighty-six thousand dollars.
- Tennessee River, Tenn., Ala., and Ky.** Improving Tennessee River below Chattanooga, Tennessee, Alabama, and Kentucky: For continuing improvement at Colbert and Bee Tree shoals by the construction of a lateral canal, one hundred thousand dollars.
- Scott Point (Hales bar). Lock gates.** For continuing improvement, in completion of contract authorization, by the partial construction of lock gates at the lock projected at or near Scotts Point (Hales Bar), together with the cost of superintendence and the preparation of plans to be made by the United States, forty thousand dollars.
- Tacoma, Wash. Vol. 33, p. 1144. Ante, p. 1118.** Improving harbor at Tacoma, Washington: For continuing improvement of the Puyallup waterway in accordance with the terms and conditions named, in the river and harbor Act of nineteen hundred and five, one hundred and sixty thousand dollars.
- Wilmington, Cal.** Improving harbor at Wilmington, California: For continuing improvement, one hundred thousand dollars.
- Woods Hole channel, Mass.** Improving Woods Hole Channel, Massachusetts: For continuing improvement in completion of contract authorization, one hundred thousand dollars.

#### UNDER THE MISSISSIPPI RIVER COMMISSION.

- Mississippi River Commission.** For continuing improvement, in completion of contract authorization, of Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries and clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million dollars.

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- Fort Crockett, Tex. Embankment, etc.** **FORT CROCKETT, TEXAS:** For the construction of an embankment and fill behind the sea wall built by the United States Government on land adjacent to the Fort

Crockett Military Reservation from Thirty-ninth street to the west line of Forty-fifth street in the city of Galveston, Texas, as designated, specified, and described in the report of the Board of Engineers constituted in accordance with section one of the river and harbor act approved June thirtieth, nineteen hundred and two, one hundred and fifty-eight thousand nine hundred and fifty-three dollars and seventy-five cents: *Provided*, That appropriations heretofore made by the Act of April twenty-eighth, nineteen hundred and four, for Fort Crockett Reservation, Galveston, Texas, for construction of a sea-wall embankment and fill in front of said property and the appropriation herein authorized shall be available for embankment and fill and other improvements on both the Fort Crockett Reservation and the land lying between Thirty-ninth and Forty-fifth streets, in the city of Galveston, Texas, that has been conveyed to the United States.

Vol. 32, p. 341.  
*Ante*, p. 963.

*Proviso.*  
Use of appropriation.  
Vol. 33, p. 497.  
*Ante*, p. 1060.

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INTERNATIONAL WATERWAYS COMMISSION: For continuing the work of investigation and report by the International Waterways Commission, authorized by section four of the river and harbor Act approved June thirteenth, nineteen hundred and two, twenty thousand dollars. And retired officers of the Corps of Engineers of the United States Army shall be eligible for service on said commission.

International Waterways Commission.  
Vol. 32, p. 373,  
continued.  
*Ante*, p. 1007.

Retired officers, Engineer Corps, etc.

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CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.

California Débris Commission.  
Vol. 27, p. 507.  
*Ante*, p. 659.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor.  
Deposits.

For pay of inspectors, deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

Inspectors, etc.

For pay of crews and maintenance of six steam tugs and one launch, seventy thousand dollars;

Crews, tugs, etc.

In all, eighty thousand two hundred and sixty dollars.

\* \* \* \* \*

SEC. 5. Hereafter the Secretary of the Treasury shall require, and it shall be the duty of the head of each Executive Department or other Government establishment to furnish him, within thirty days after the close of each fiscal year, a statement of all money arising from proceeds of public property of any kind or from any source other than the postal service, received by said head of Department or other Government establishment during the previous fiscal year for or on account of the public service, or in any other manner in the discharge of his official duties other than as salary or compensation, which was

Proceeds of public property.  
Statements made annually to Congress.

not paid into the General Treasury of the United States, together with a detailed account of all payments, if any, made from such funds during such year. All such statements, together with a similar statement applying to the Treasury Department, shall be transmitted by the Secretary of the Treasury to Congress at the beginning of each regular session.

Restriction on  
payments.

\* \* \* \* \*

SEC. 9. No Act of Congress hereafter passed shall be construed to make an appropriation out of the Treasury of the United States, or to authorize the execution of a contract involving the payment of money in excess of appropriations made by law, unless such Act shall in specific terms declare an appropriation to be made or that a contract may be executed.

\* \* \* \* \*

Approved, June 30, 1906.

June 30, 1906.  
Vol. 34, p. 800.

**CHAP. 3923.**—An Act To improve the channels along the New Jersey seacoast.

[S. 6167.]  
[Public, No.  
392.]

New Jersey sea-  
coast.  
State, etc., au-  
thorized to im-  
prove channels  
along.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That authority be given to the State of New Jersey, or, through it, to any commission, individual, corporation, or municipality, singly or collectively, designated by the legislature of said State, or by a commission appointed or authorized by said legislature, to improve the channels on the New Jersey seacoast, or any portion of said coast, or the waters adjacent thereto, lying between thirty-eight degrees fifty-six minutes and forty degrees twenty minutes north latitude, by dredging, or by the construction of piers, jetties, or breakwaters, or other river and harbor work of any description or nature adapted to attain the ends now pursued by the United States Government for the advantage of said coast or the relief of commerce: *Provided*, That such operations shall not encroach upon those portions of said coast, or the channels adjacent thereto, for which the United States Government may undertake similar work according to its own plans: *And provided*, That the plans for said work shall be placed on file with the Chief of Engineers of the War Department for thirty days, during which time he is authorized to disapprove said plans and forbid such work if, in his judgment, the improvements when completed will interfere with navigation or with any works of the United States Government commenced or proposed to be made: *Provided further*, That no tolls or other charges upon commerce shall be imposed by those making such improvements: *And provided further*, That this Act shall not be construed as affecting in any way the juris-

*Proviso.*  
Restriction.

Approval of  
plans by Chief of  
Engineers.

Tolls forbid-  
den.

Jurisdiction.



diction and control of the Federal Government over any waters that may be improved in pursuance of the provisions thereof, nor as exempting such waters from the operation of the laws heretofore or hereafter enacted by Congress for the preservation and protection of navigable waters.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, June 30, 1906.

**CHAP. 3933.**—An Act To incorporate the Lake Erie and Ohio River Ship Canal, to define the powers thereof, and to facilitate interstate commerce.

June 30, 1906.  
Vol. 34, pp. 809,  
811.

[H. R. 14396.]  
[Public, No.  
402.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That to facilitate interstate commerce between the Great Lakes and the Ohio and Mississippi rivers, Edward J. Lloyd, George A. Kelly, junior, John H. Jones, Henry Buhl, junior, Thomas P. Roberts, William J. East, George W. Stewart, Emil Swensson, Charles A. Fagan, George M. Lehman, James W. Wardrop, Burd S. Patterson, and John E. Shaw, together with such persons as may become associated with them and their successors, are hereby created a body corporate under the name and style of "The Lake Erie and Ohio River Ship Canal Company," and by that name, style, and title shall have perpetual succession, may sue and be sued, plead and be impleaded, make and use a common seal; and said corporation shall have and possess full power and authority to construct, equip, maintain, and operate the canals with appurtenances hereinafter described, and with power to take, receive, acquire, purchase, hold, use, lease, sell, mortgage, encumber, charge, pledge, grant, assign, and convey all such real and personal property and rights of property as may be requisite and needed in and about the construction, equipment, maintenance, and operation of said canals or anything appertaining thereto. Said corporation is hereby vested with full and complete power to pledge, encumber, and mortgage any or all of its property and franchises for the purpose of raising, obtaining, and securing such funds or moneys as may be needed for the construction, equipment, maintenance, and operation of said canals or anything appertaining thereto.

Ship canal.  
The Lake Erie  
and Ohio River  
Ship Canal Com-  
pany, incorpora-  
ted.  
Incorporators.

General pow-  
ers.

SEC. 2. That the company, in addition to the powers expressed or implied in this Act, shall have the right of eminent domain, which shall be exercised as provided in the case of railroad and ship canal companies organized under the laws, respectively, of the States of Pennsylvania and Ohio.

Right of emi-  
nent domain.

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Tolls, fares,  
and rates.  
Right to regu-  
late reserved.

Vol. 24, p. 379.

Vol. 34, p. 584.

Survey of  
routes.  
Main canal.

Branch canal.

Dimensions of  
main canal.

Locks, dams,  
etc.

Measurement  
of locks.

Total lockage.

Right of emi-  
nent domain.

SEC. 9. That Congress hereby reserves the right to regulate, as to interstate and foreign commerce, the tolls, fares, and rates to be charged by said company for the use of said canals; and the said company and the said canals and all interstate and foreign transportation thereon shall be subject to all the provisions of an Act entitled "An Act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and all Acts supplemental thereto and amendatory thereof, now or hereafter enacted.

SEC. 10. That the company is hereby empowered to survey, ascertain, locate, fix, mark, and determine a route for a ship canal from some point on the Ohio River, between Beaver, Pennsylvania, and Pittsburgh, Pennsylvania; thence by the way of the Ohio, Beaver, and Mahoning rivers in the State of Pennsylvania, and the Mahoning River in the State of Ohio, to a point at or near Niles, Ohio; thence northwardly through the State of Ohio to an accessible harbor on Lake Erie, between the Pennsylvania and Ohio State line and the mouth of the Grand River, in the State of Ohio, including said river, also a branch canal from the mouth of the Shenango River, in the State of Pennsylvania; thence along the Shenango River to a point at or near Sharon, Pennsylvania; also a branch canal from a point at or near Niles, Ohio; thence along the Mahoning River in the State of Ohio to a point at or near Warren, Ohio; and thereupon and therein to erect, construct, maintain, and operate such canals; the said main canal connecting the Ohio River and Lake Erie to be of such dimensions as to make and construct navigable channels of at least twelve feet in depth and having a standard cross section of not less than one thousand eight hundred square feet of area; to construct, maintain, and operate all such locks, dams, towpaths, basins, tunnels, aqueducts, feeders to supply water from any lakes, rivers, streams, or water courses, reservoirs, cuttings, apparatus, appliances, and machinery as may be necessary for the construction and operation of said canals; and such locks on such main canals shall not be less than three hundred and forty feet long between quoins, not less than forty-five feet wide between lock walls, and not less than twelve feet depth of water over miter sills, and between the Ohio River and Lake Erie the total lockage shall not exceed six hundred feet.

SEC. 11. That the said company, in the exercise of its right of eminent domain as granted in section two of this Act may, at its own expense and subject to and in conformity with the laws of the States, respectively, through which said canals may be constructed, enter upon and take such lands as are necessary and proper for the making, maintaining, and operating of the canals, feeders, and other works of the company hereby authorized, and it shall have the authority, at its own expense and

subject to and in conformity with the laws of the States, respectively, through which said canals may be constructed, to alter any and all highways, waterways, railroads, and other works, either public or private, necessary for the making, maintaining, and operating of the canals, feeders, and other works of the company.

Highways, waterways, railroads, etc.  
Authority to alter, granted.

SEC. 12. That the said company in the exercise of its right of eminent domain as granted in section two of this Act may, subject to the rights of and in conformity with the laws of the States, respectively, through which said canals shall pass, or any of the municipalities thereof affected thereby, to regulate and control the same, obtain, take, and use for the construction and operation of the said canals, feeders, and other works from the rivers, lakes, brooks, streams, water courses, ponds, reservoirs, and other sources of water supply sufficient water for the purpose of constructing, maintaining, operating, and using the said canals, feeders, and other works hereby authorized; control and regulate the flood waters of the Allegheny River above Franklin, Pennsylvania, and the Beaver, Mahoning, Grand, Ashtabula, Shenango, and Little Shenango rivers, and Sandy Creek, and the tributaries of said streams by regulating dams, weirs, reservoirs, and impounding dams, and divert, alter, or impound the waters of any river, lake, brook, stream, and the tributaries of said streams or water courses when the same is necessary to the making, maintaining, and operating of the said canals, feeders, and other works hereby authorized: *Provided*, That nothing herein contained shall authorize said company to impair the navigability of any river or stream, or to diminish at any time the water supply of any city, village, or municipality below the reasonable requirements of such city, village, or municipality, or in any manner to pollute the same: *Provided*, That no water shall be drawn for the purposes of said canal, its branches, or feeders, from above Niagara Falls, either from Niagara River or its tributaries, unless approved and allowed by the Secretary of War: *And provided*, That no greater amount of water shall be diverted from Niagara River or its tributaries above Niagara Falls than shall be specified in any general law of the United States limiting the same.

Right to use water supplies.

Control, etc., waters of rivers.

*Provisos.*  
Restriction.

Protection to Niagara Falls, etc.

Diversion of water from Niagara River limited.  
Vol. 34, p. 626.  
*Ante*, p. 1192.

Terminals, etc.

Telegraph, etc., lines.

Vessels, etc.

Motive power.

SEC. 13. That the said company may construct, maintain, acquire, operate, and lease, or otherwise dispose of the terminals, docks, harbors, piers, wharves, elevators, warehouses and appurtenances, and telegraph and telephone lines along the said canals that may be necessary or useful in the construction, operation, and maintenance thereof, and may acquire or make any vessel, craft, mechanism, or appliance whatsoever necessary for constructing, maintaining, and operating said canals, and use, lease, or dispose of the same; and develop, acquire, use, and dispose of any motive power whatsoever in connection with or as part of the works herein authorized.

Wharves,  
docks, piers, etc.

SEC. 14. That the said company, subject to and in conformity with the laws of the respective States through which said canal is constructed, may take, use, occupy, and hold, but not alienate, so much of the public beach or beach road, or lands covered with the waters of the rivers, lakes, brooks, streams, water courses, reservoirs, or ponds, on or at which the said canals may start from, traverse, cross, or terminate as may be necessary for the wharves, docks, piers, buildings, feeders, or other works of the company, and may also construct such works as may be necessary to improve the navigation of said rivers and to stop the waste of waters therefrom and economize and utilize the same for the uses herein provided for.

Improving  
navigation of  
rivers, etc.

Secretary of  
War to approve  
plans, etc.

SEC. 15. That the company shall prepare and file with the Secretary of War, for his approval, the plans, locations, dimensions, and all necessary particulars of its canals, feeders, and other works between the Ohio River and Lake Erie, and before such approval the construction thereof shall not be begun; and should any change in said plans be proposed during the progress of construction, such change shall be submitted to the Secretary of War and be by him approved before such change shall be made. Upon notice of the approval of the Secretary of War, the company may forthwith begin the construction of its canals, feeders, and other works, or any part thereof, according to this Act.

Notice of ap-  
proval.

Lights and sig-  
nals.

SEC. 16. That the said company, at its own expense, shall maintain on its works, from sunset to sunrise, during the season of navigation, such lights and signals as may be prescribed by the United States Light-House Board.

Open to the  
use of vessels,  
etc.

SEC. 17. That the said canals shall be open to the use and navigation of all suitable and proper vessels or other water craft, by whomsoever owned or operated, upon fair and equal terms, conditions, rates, tolls, and charges; and the said company may demand, take, and recover for its own proper use, for all persons and things of whatsoever description transported upon the said canals, feeders, and other works, or in vessels and craft using the same, just and reasonable charges, rates, and tolls; but all such charges, rates, and tolls shall be equal to all persons, vessels, and goods under certain classifications to be established by the company and approved by the Interstate Commerce Commission; and no rebate, reduction, drawback, or discrimination of any sort on such charges, rates, and tolls shall ever be made directly or indirectly. And the said charges, rates, and tolls for the ensuing year shall be fixed, published, and posted on or in every place where they are to be collected, on or before the fifteenth day of February of each year, and shall not be changed except after thirty days' public notice, which notice shall plainly state the changes proposed to be made in the charges, rates, and tolls then in force and

Rates and tolls.

No rebate, etc.

Posting rates  
and tolls.

Public notice  
of changes.

the time when the changed charges, rates, and tolls will go into effect; and the proposed changes shall be shown by printing new schedules or shall be plainly indicated upon the schedules in force at the time and kept open to public inspection: *Provided*, That the Interstate Commerce Commission may, in its discretion and for good cause shown, allow changes upon less notice than herein specified or modify the foregoing requirements in respect to publishing and posting of such schedules, either in particular instances or by a general order applicable to special or peculiar circumstances or conditions.

New schedule of changes.

*Proviso.*  
Interstate Commerce Commission may modify requirements.

SEC. 18. That the canals, feeders, and other works hereby authorized shall be lawful military and post routes, which the United States may forever use for the transmission of mails, dispatches, troops, munitions of war, supplies, and public stores, at fair and reasonable rates of compensation not exceeding that paid by private parties for the same service.

Lawful military and post routes.

Compensation.

SEC. 19. That if the construction of the main canal hereby authorized shall not have been commenced, and a sum equal to ten per centum of the capital stock of the company shall not have been expended thereon within three years after the passage of this Act, or if the main canal shall not have been finished within ten years after the passage of this Act, the franchise herein granted shall cease and be null and void; but in calculating the time aforesaid delays caused by the acts of God or the public enemy shall not be included.

Time of construction.

Forfeiture of franchise.

SEC. 20. That any person, association, or corporation, municipal or otherwise, which shall suffer any damage or loss to person or property by reason of the construction, operation, or maintenance of the said canals, feeders, or any of the works thereof, by reason of the exercise of any of the powers herein conferred or shall have any right of action against said company or its property, shall be entitled to all the rights and remedies therefor allowed by the laws of the State wherein said injury was suffered or loss sustained, or right of action accrued, and any action therefor may be brought in the courts of the State having jurisdiction thereof.

Damages.

SEC. 21. That the said company when exercising the right of eminent domain shall proceed under the laws and in the courts of the State where the property sought to be condemned is located.

Condemnation proceedings.

SEC. 22. That the corporation hereby created shall be subject in the respective States in which it does business, to taxation upon its property and franchises as are other corporations.

Taxation.

SEC. 23. That nothing contained in this Act shall be construed as creating a liability upon the United States for the payment of the stocks, bonds, or other indebtedness of the corporation hereby created. Nor shall it be construed as imposing an obligation upon the United

Nonliability of the United States, etc.

States to purchase, take charge of, or operate the canal herein named.

Amendment.

SEC. 24. That the right to amend, modify, or repeal this Act is hereby reserved by Congress.

Approved, June 30, 1906.

June 30, 1906.  
Vol. 34, p. 818.

**CHAP. 3939.**—An Act To authorize Henry T. Henderson and his associates to divert the waters of Little River in the State of Alabama from the lands of the United States for use of electric light and power plant.

[H. R. 20173.]  
[Public, No. 408.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there be, and is hereby, granted unto Henry T. Henderson and associates the right or authority to perpetually divert the waters of Little River from lands owned by the United States of America, and situated in Mays Gulf, in township eight south, range nine east, in the State of Alabama, for the purpose of storing and utilizing said waters in the operation of a water-power plant to be erected at or near Blanche, in Cherokee County, in the State of Alabama, for the generation of electric energy or power, and the sale of electric light and electric power: *Provided*, That the said Henry T. Henderson and associates shall pay to the Secretary of the Interior the reasonable value thereof within six months after the passage of this Act, the value to be fixed by the register and receiver of the land office in the district where said water is located, and on failure to pay for the same the Secretary of the Interior may, in his discretion, declare forfeited the right to divert said water.

Approved, June 30, 1906.

Little River,  
Ala.  
Henry T. Henderson may divert, for power plant at Blanche.

*Proviso.*  
Payment.

June 30, 1906.  
Vol. 34, p. 819.

**CHAP. 3943.**—An Act To amend the river and harbor Act of March third, nineteen hundred and five.

[H. R. 20290.]  
[Public, No. 412.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War be, and he is hereby, authorized, in his discretion, to modify the conditions of the plan for the improvement of the inner harbor of the city of Milwaukee, Wisconsin, as set forth in paragraph twenty-eight of House Document Numbered One hundred and twenty, Fifty-eighth Congress, second session, and authorized by the river and harbor Act of March third, nineteen hundred and five, by omitting from said plan the turning basin at the head of navigation on the Kinnickinnic River.

Milwaukee,  
Wis.  
Improvement of harbor modified.  
Vol. 33, p. 1138.  
*Ante*, p. 1110.

Approved, June 30, 1906.

[No. 50.] Joint Resolution Providing for the printing of reports ordered by the river and harbor Act of March third, nineteen hundred and five.

June 30, 1906.  
Vol. 34, p. 839.

[H. J. R. 183.]  
[Pub. Res., No. 50.]

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That at any time prior to the assembling of Congress in December, nineteen hundred and six, all reports of preliminary examinations and surveys ordered in the river and harbor Act of March third, nineteen hundred and five, that may be ready for printing shall, in the discretion of the Secretary of War, be printed by the Public Printer as documents of the Fifty-ninth Congress.*

Rivers and harbors.  
Printing of reports on preliminary examinations and surveys.  
Vol. 33, pp. 1117, 1147.  
*Ante*, pp. 1080, 1125.

Approved, June 30, 1906.

**CHAP. 419.**—An Act For the relief of Pollard and Wallace.

Jan. 25, 1907.  
Vol. 34, part 2.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized to pay to the firm of Pollard and Wallace, of Champaign, Illinois, six thousand dollars, being the value of the plant leased by them to the Government, and used by the War Department in the construction of a lock and dam and construction work in the Osage River, near Osage City, Missouri, and still retained by the War Department for use in conjunction with the said work on said dam, but rendered useless to said Pollard and Wallace by reason of the failure of the War Department to complete said work by lack of proper appropriation therefor: *Provided*, That as a condition precedent to the payment of said six thousand dollars, the said Pollard and Wallace shall convey to the United States a clear title in said plant, and the ownership thereof shall become vested in the United States upon the payment of said sum, and said sum is hereby appropriated for this purpose, out of any money in the Treasury not otherwise appropriated.*

[S. 6299.]  
[Private, No. 384.]  
Pollard and Wallace.  
Payment to, in re lock and dam, Osage River, Mo.

*Proviso.*  
Conveyance of title.

Approved, January 25, 1907.

**CHAP. 460.**—An Act Permitting the building of a dam across the Savannah River at Gregg shoals.

Feb. 5, 1907.  
Vol. 34, p. 876.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Savannah River Power Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River, extending from a point in Elbert County, Georgia, to a point in South Carolina near the dividing line between Anderson*

[H. R. 21402.]  
[Public, No. 55.]  
Savannah River, Ga. and S. C.  
Savannah River Power Company may dam, at Gregg shoals.

County, South Carolina, and Abbeville County, South Carolina, upon or in the vicinity of Gregg shoals, and all works incident thereto in the utilization of the power thereby developed in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, February 5, 1907.

Feb. 5, 1907.  
Vol. 34, p.  
876.  
[H. R. 21677.]  
[Public, No.  
56.]

**CHAP. 461.**—An Act To amend an Act granting to the Davenport Water Power Company rights to construct and maintain a canal, power station, and appurtenant works in the Mississippi River in Scott County, Iowa.

Mississippi River,  
Iowa.

Time extended to construct canal by Davenport Water Power Company between Davenport and Le Claire.

Vol. 33, p.  
159, amended.  
*Ante*, p. 1045.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act granting to the Davenport Water Power Company rights to construct and maintain a canal, power station, and appurtenant works in the Mississippi River in Scott County, Iowa, approved April fifth, nineteen hundred and four, be, and it is hereby, amended as follows: In section three of said Act strike out the word "three" and insert the word "six" in lieu thereof; also strike out the word "six" and insert the word "nine" in lieu thereof.

Approved, February 5, 1907.

Feb. 5, 1907.  
Vol. 34, p.  
878.

**CHAP. 467.**—An Act Permitting the building of a dam across the Flint River at Porter Shoals.

[H. R. 24275.]  
[Public. No.  
62.]

Flint River,  
Ga.

Albany Power and Manufacturing Company may dam.  
Location.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Albany Power and Manufacturing Company, a corporation organized under the laws of Georgia, its successors and assigns, is hereby authorized to construct and maintain a dam across the Flint River at a point in Dougherty County, Georgia, about one-fourth mile above the Georgia Northern Railway bridge across said river, upon or in the vicinity of Porter Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, February 5, 1907.



[No. 13.] Joint Resolution Declaring Sturgeon Bay, Illinois, not navigable water.

Feb. 7, 1907.  
Vol. 34, p.  
1421.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That so much of the west fork of Sturgeon Bay within the county of Mercer and State of Illinois as lies west of the line between the east half and the west half of the east half of section twenty-five, in township fourteen north, range six west of the fourth principal meridian, and so much of the east fork of said Sturgeon Bay as lies north of the north line of section thirty, in township fourteen north, range five west of the fourth principal meridian, shall not be deemed navigable waters of the United States.

[H. J. R. 207.]  
[Pub. Res. No.  
13.]

Sturgeon  
Bay, Ill.  
Part of, de-  
clared not navi-  
gable waters.

Approved, February 7, 1907.

**CHAP. 1136.**—An Act To authorize the Missouri River Improvement Company, a Montana corporation, to construct a dam or dams across the Missouri River.

Feb. 20, 1907.  
Vol. 34, p.  
912.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of the Government is hereby given to the Missouri River Improvement Company, a Montana corporation, its successors or assigns, to construct across the Missouri River at some point or points, to be approved by the Secretary of War, between sections twenty and twenty-one, township twenty-one north, range five east, and the north line of township twenty-four north, range eight east, Montana meridian, a dam and canals and appurtenances thereof for water power and other purposes, in accordance with the provisions of the Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six, and in connection therewith a foot bridge or bridges for public use in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

[S. 7515.]  
[Public, No.  
98.]

Missouri  
River, Mont.  
Missouri  
River Improve-  
ment Company  
may dam  
(within 30  
miles above  
Fort Benton).

Vol. 34, p.  
386.  
Ante, p. 1183.

Footbridge.

Vol. 34, p.  
84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 20, 1907.

Feb. 25, 1907.  
Vol. 34, p.  
929.

[H. R. 21194.]  
[Public, No.  
115.]

Bear River.  
J. F. An-  
drews et al.  
may construct  
dam across, in  
Tishomingo  
County, Miss.

Vol. 34, p.  
386.  
*Ante*, p. 1183.  
*Proviso*.  
Restriction.

Amendment.

**CHAP. 1192.**—An Act To authorize J. F. Andrews, J. W. Jourdan, their heirs, representatives, associates, and assigns, to construct dams and power stations on Bear River, on the south-east quarter of section thirty-one, township five, range eleven, in Tishomingo County, Mississippi.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That J. F. Andrews, J. W. Jourdan, their heirs, representatives, associates, and assigns may hereafter erect, maintain, and use a dam or dams in or across the Bear River, in the State of Mississippi, at such points on the southeast quarter of section thirty-one, township five, range eleven, in Tishomingo County, Mississippi, as they may elect, for the purpose of erecting, operating, and maintaining power stations, and to maintain inlet and outlet races or canals, and to make such other improvements on Bear River as may be necessary for the development of water power and the transmission of the same, in accordance with the provisions of the Act of Congress entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six: *Provided*, That this Act shall in no manner interfere with or impair the rights of any person, company, or corporation heretofore authorized by Congress to erect a dam or other structure for the development of water power on Bear River.

SEC. 2. That the right to alter, amend, or repeal this Act is expressly reserved.

Approved, February 25, 1907.

Feb. 25, 1907.  
Vol. 34, p.  
931.  
[H. R. 24760.]  
[Public, No.  
119].

Pend Oreille  
River, Wash.  
Pend d'Oreille  
Development  
Company may  
dam.

Location.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

Amendment.

**CHAP. 1196.**—An Act Authorizing the construction of a dam across the Pend d'Oreille River, in the State of Washington, by the Pend d'Oreille Development Company, for the development of water power, electrical power, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to, and it shall be lawful for, the Pend d'Oreille Development Company, a corporation duly incorporated under the laws of the State of Washington, its successors or assigns, to construct and maintain a dam across the Pend d'Oreille River at a point at or about where Pierwee Creek empties into the Pend d'Oreille River, near the international boundary line in the county of Stevens, State of Washington, at such point to be selected by the said Pend d'Oreille Development Company, its successors or assigns, at the mouth of said Pierwee Creek, or within one thousand feet above or below the same, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1907.

**CHAP. 1201.**—An Act Permitting the building of a dam across Rock River at Lyndon, Illinois.

Feb. 25, 1907.  
Vol. 34, p.  
933.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Edward A. Smith, Harvey S. Green, and John J. Hurlbert, of Morrison, Illinois, their heirs, administrators, executors, successors, and assigns, are hereby authorized to construct and maintain a dam across Rock River at or near Lyndon, Whiteside County, Illinois, the south end of said dam to be located near the line between sections twenty-one and twenty-two in township twenty north, range five east, fourth principal meridian, and the north end of said dam to intersect the bank of said river in section twenty-one in the same township, range, and meridian, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

[H. R. 25234.]  
[Public, No.  
124.]

Rock River.  
Edward A.  
Smith et al.  
may dam, at  
Lyndon, Ill.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 25, 1907.

**CHAP. 2074.**—An Act Authorizing the Twin City Power Company to build two dams across the Savannah River above the city of Augusta, in the State of Georgia.

Feb. 27, 1907.  
Vol. 34, p.  
1000.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Twin City Power Company, a corporation organized under the laws of the State of South Carolina, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a dam across the Savannah River, at or near where Dortons Creek, in the county of Edgefield, State of South Carolina, empties into the Savannah River, and also a dam across the said river at or near the southern end of Prices Island in said river and about five miles from the mouth of Dortons Creek in the State of South Carolina, in accordance with the provisions of the Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six: *Provided*, That one of said dams shall be completed within three years, and the other within five years from the passage of this Act.

[S. 8182.]  
[Public, No.  
134.]

Savannah  
River.  
Twin City  
Power Com-  
pany may dam,  
at Dortons  
Creek and at  
Prices Island,  
S. C.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

*Proviso.*  
Time of con-  
struction.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 27, 1907.

Feb. 27, 1907.  
Vol. 34, p.  
1001.  
[H. R. 13367.]  
[Public, No.  
137.]

California  
Débris Com-  
mission.  
Vol. 27, p.  
508.  
Ante, p. 661.

Favorable  
decisions with-  
in thirty days.

Order di-  
recting meth-  
ods of mining,  
etc.

Taxes on  
gross proceeds.

Provisos.  
Expenses.

Hydraulic  
mining with-  
out impound-  
ing works,  
etc.

No tax on  
gross proceeds  
to be collected.

**CHAP. 2077.**—An Act To amend section thirteen of an Act of March first, eighteen hundred and ninety-three, entitled "An Act to create the California Débris Commission and regulate hydraulic mining in the State of California."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section thirteen of an Act of March first, eighteen hundred and ninety-three, entitled "An Act to create the California Débris Commission and to regulate mining in the State of California," is hereby amended so as to read as follows:

"SEC. 13. That in case a majority of the members of said Commission, within thirty days after the time so fixed, concur in the decision in favor of the petitioner or petitioners, the said Commission shall thereupon make an order directing the methods and specifying in detail the manner in which operations shall proceed in such mine or mines; what restraining or impounding works, if any, if facilities therefor can be found, shall be built and maintained; how and of what material; where to be located; and in general set forth such further requirements and safeguards as will protect the public interests and prevent injury to the said navigable rivers and the lands adjacent thereto, with such further conditions and limitations as will observe all the provisions of this Act in relation to the working thereof and the payment of taxes on the gross proceeds of the same: *Provided*, That all expense incurred in complying with said order shall be borne by the owner or owners of such mine or mines: *And provided further*, That where it shall appear to said Commission that hydraulic mining may be carried on without injury to the navigation of said navigable rivers and the lands adjacent thereto, an order may be made authorizing such mining to be carried on without requiring the construction of any restraining or impounding works or any settling reservoirs: *And provided also*, That where such an order is made a license to mine, no taxes provided for herein on the gross proceeds of such mining operations shall be collected."

Approved, February 27, 1907.

Feb. 28, 1907.  
Vol. 34, part  
2.  
[H. R. 12686.]  
[Private, No.  
1969.]

Edwin T.  
Hayward.  
Payment to,  
as executor of  
Columbus F.  
Hayward, etc.,  
in re damages  
to land at Dam  
No. 4, Muskin-  
gom River,  
Ohio.

**CHAP. 2116.**—An Act For the relief of Edwin T. Hayward, executor of Columbus F. Hayward, and the administrator of Charlotte G. Hayward.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to Edwin T. Hayward, executor of the last will and testament of Columbus F. Hayward, deceased, out of any money in the Treasury of the United States not otherwise appropriated, the sum of seven hundred and fourteen dollars, and to Edwin T. Hayward, administrator de bonis non, with

the will annexed, of Charlotte G. Hayward, deceased, the sum of nine hundred and thirty-nine dollars, the said sums being in payment of damages to land belonging to said Columbus F. Hayward and Charlotte G. Hayward, respectively, which was washed away and overflowed by reason of the extension of end of dam numbered four in the Muskingum River in the month of July, eighteen hundred and ninety: *Provided, however,* That before payment of said sums of money, or either of them, Edwin T. Hayward, as executor as aforesaid, and as such administrator, shall convey or cause to be conveyed to the United States, by deed duly acknowledged for record, the two parcels of land so damaged, containing together four and fifty-one one-hundredths acres, according by metes and bounds to be furnished by the Chief of Engineers of the United States Army.

*Proviso.  
Deed.*

Approved, February 28, 1907.

**CHAP. 2118.**—An Act For the relief of John and David West.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to John and David West, of Cathlamet, Wahkiakum County, State of Washington, out of any money in the Treasury not otherwise appropriated, the sum of eighty-eight dollars and fifty cents, as a reimbursement in full for all damage to their dock or wharf in the Columbia River at Cathlamet accidentally inflicted by the United States dredge W. S. Ladd in the month of December, nineteen hundred and one.

Feb. 28, 1907.  
Vol. 34, part 2.

[H. R. 18865.]  
[Private, No. 1971.]

John and David West.  
Reimbursement in re damage to dock in Columbia River at Cathlamet, Wash.

Approved, February 28, 1907.

**CHAP. 2505.**—An Act To amend an Act entitled "An Act permitting the building of a dam across the Mississippi River at or near the village of Sauk Rapids, Benton County, Minnesota," approved February twenty-sixth, nineteen hundred and four.

Mar. 2, 1907.  
Vol. 34, p. 1058.

[S. 8400.]  
[Public, No. 164.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an Act entitled "An Act permitting the building of a dam across the Mississippi River at or near the village of Sauk Rapids, Benton County, Minnesota," approved February twenty-sixth, nineteen hundred and four, be, and the same is hereby, amended so as to read as follows:

Mississippi River.  
Dam at Sauk Rapids, Minnesota.  
Vol. 33, p. 53, amended.  
*Ante*, p. 1042.

"SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within three years and six months and be completed within six years from the time of the passage of this Act."

Time extended for construction.

Approved, March 2, 1907.

Mar. 2, 1907.  
Vol. 34, p.  
1073.

[H. R. 24991.]  
[Public, No.  
168.]

Rivers and  
harbors appro-  
priations.

Cape Por-  
poise, Me.

Sasanoa Riv-  
er, Me.

Penobscot  
River, Me.

Kennebec  
River, Me.

*Proviso.*  
Contracts.

Bar Harbor,  
Me., break-  
water.

Lake Cham-  
plain, Vt. and  
N. Y.

Sandy Bay,  
Cape Ann,  
Mass.

*Proviso.*  
Contracts.

Beverly, Mass.

**CHAP. 2509.**—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Improving harbor at Cape Porpoise, Maine: Completing improvement in accordance with the report submitted in House Document Numbered One hundred and ninety-one, Fifty-ninth Congress, first session, forty-six thousand dollars.

Improving Sasanoa River, Maine: Completing improvement in accordance with the report of the Board of Engineers, dated February seventh, nineteen hundred and seven, forty-four thousand dollars.

Improving Penobscot River, at Bangor, Maine: Completing improvement in accordance with the report submitted in House Document Numbered Seven hundred and thirty-nine, Fifty-ninth Congress, first session, one hundred and thirty thousand dollars.

Improving Kennebec River, Maine, from the mouth to Gardiner, in accordance with the report submitted in House Document Numbered Three hundred and twenty-one, Fifty-ninth Congress, second session, seventy-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amount herein appropriated.

Improving breakwater from Mount Desert to Porcupine Island, Bar Harbor, Maine: Continuing improvement, thirty thousand dollars.

Improving the channel in the Narrows of Lake Champlain, Vermont and New York: For maintenance, two thousand five hundred dollars.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Improving harbor at Beverly, Massachusetts: Complet-

ing improvement in accordance with the report submitted in House Document Numbered Nine hundred and sixteen, Fifty-ninth Congress, first session, thirty-eight thousand five hundred dollars.

Improving harbor at Boston, Massachusetts: For maintenance and general improvement, fifty thousand dollars.

Boston, Mass.

Improving thirty-five-foot channel in Boston Harbor, five hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for completing said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three million eight hundred and ninety-four thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized.

Thirty-five-foot channel.  
*Proviso.*  
Contracts.

Improving harbor at Provincetown, Massachusetts: Continuing improvement and for maintenance, five thousand dollars.

Provincetown, Mass.

Improving harbor at Hingham, Massachusetts, by re-dredging the channel, ten thousand dollars.

Hingham, Mass.

Improving Dorchester Bay and Neponset River, Massachusetts: Completing improvement to the Neponset Highway Bridge, as recommended in House Document Numbered Eighty-three, Fifty-ninth Congress, second session, one hundred and twenty-five thousand two hundred and thirty-three dollars: *Provided*, That no part of this sum shall be expended until the Secretary of War shall have received satisfactory assurance that the improvement of that portion of the Neponset River described in said House document, which lies above the project herein adopted, shall be made and hereafter maintained by the State of Massachusetts or other agency without expense to the Government of the United States.

Dorchester Bay and Neponset River, Mass.

*Proviso.*  
Contracts.

Improving harbors at New Bedford and Fairhaven, Massachusetts: For improving said harbors in accordance with the report submitted in House Document Numbered Two hundred and seventy-one, Fifty-ninth Congress, second session, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amount herein appropriated.

New Bedford and Fairhaven, Mass.

*Proviso.*  
Contracts.

Improving harbor at Nantucket, Massachusetts: Continuing improvement, forty-two thousand five hundred dollars.

Nantucket, Mass.

Improving Essex River, Massachusetts: For improving said river by the restoration of the channel, five thousand dollars: *Provided*, That no part of this sum shall be expended unless a further amount of five thousand dollars shall be provided by the State of Massachusetts or other agency, and made subject to the order of the Secretary of

Essex River, Mass.

*Proviso.*  
Condition.

War in such manner as he may direct, to be expended upon said project under his direction.

Mystic and  
Malden rivers,  
Mass.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement and for maintenance, including Mystic River below the mouth of Island End River, sixty thousand dollars.

Weymouth  
Back River,  
Mass.

Improving Weymouth Back River, Massachusetts: Completing improvement, nine thousand five hundred dollars.

Connecticut  
River.

Investiga-  
tion, etc.

Improving Connecticut River between Hartford, Connecticut, and Holyoke, Massachusetts: For investigation and further examination, as recommended by the Board of Engineers in report submitted in House Document Numbered Three hundred and twenty-three, Fifty-ninth Congress, second session, five thousand dollars.

Newport,  
R. I.

Improving Newport Harbor, Rhode Island, in accordance with the project reported in House Document Numbered One hundred and twenty-one, Fifty-eighth Congress, second session, eighty-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be required for the completion of the project recommended in House Document Numbered Four hundred and thirty-eight, Fifty-ninth Congress, second session, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding in the aggregate one hundred and sixty-five thousand nine hundred dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
Contracts.

Point Judith,  
R. I.

*Proviso.*  
Contracts.

Improving Point Judith Harbor of Refuge, Rhode Island: One hundred thousand dollars, to be expended upon the easterly or shore arm of the breakwater: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the said easterly or shore arm of said breakwater, to be paid for from time to time as appropriations may be made by law, not to exceed in the aggregate one hundred and seventy thousand dollars, exclusive of the amounts herein and heretofore appropriated, and the Secretary of War may cause an examination to be made with a view to determining whether a breakwater on the westerly side of said harbor of refuge is necessary to prevent sand movements, or for the protection of the sheltered area within the same, and also what further improvements, if any, should be made therein.

Examina-  
tion, etc.

Point Judith  
Pond, R. I.

Improving the entrance to Point Judith Pond, Rhode Island: Continuing improvement and for maintenance, eight thousand dollars, which amount shall be expended for dredging.

Block Island,  
R. I.

Improving Harbor of Refuge at Block Island, Rhode Island: Continuing improvement and for maintenance, twenty thousand dollars.



Improving harbor at Great Salt Pond, Block Island, Rhode Island: Continuing improvement, thirty thousand dollars, which amount shall be expended in dredging.

Great Salt Pond, Block Island, R. I.

Improving Sakonnet Harbor, Rhode Island: Completing improvement by removal of rock numbered one, in accordance with the report submitted in House Document Numbered Ninety-nine, Fifty-sixth Congress, second session, ten thousand dollars.

Sakonnet Harbor, R. I.

Improving Pawtucket River, Rhode Island: Completing improvement, one hundred and thirty-five thousand five hundred and eighty-four dollars: *Provided*, That no part of this sum shall be expended unless the further amount of sixty-seven thousand seven hundred and ninety-two dollars shall be provided by the State of Rhode Island or other agency, and made subject to the order of the Secretary of War in such manner as he may direct, to be expended under his direction upon said project for its completion.

Pawtucket River, R. I.

*Proviso.*  
Condition.

Improving Providence River and harbor, Rhode Island, by dredging to a depth of twenty-five feet for a uniform width easterly from the main ship channel between Long Bed and Kettle Point, in accordance with the plan submitted in House Document Numbered One hundred and eight, Fifty-sixth Congress, first session, ninety thousand seven hundred and fifty dollars.

Providence River and Harbor, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement and for maintenance, thirty-three thousand dollars.

Pawcatuck River, R. I. and Conn.

Improving harbor at Branford, Connecticut: Completing improvement and for maintenance, five thousand dollars; and the Secretary of War is authorized, in his discretion, to continue the channel with the dimensions heretofore authorized for the inner harbor through the shoals at its outer end to deep water in the outer channel.

Branford, Conn.

Improving harbor at New Haven, Connecticut: For maintenance, including channel by way of Oyster Point to Kimberly Avenue Bridge on West River, ten thousand dollars.

New Haven, Conn.

Improving breakwater at New Haven, Connecticut: Continuing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars in addition to the amounts herein and heretofore appropriated.

Breakwater.

*Proviso.*  
Contracts.

Improving harbor at Bridgeport, Connecticut: Continuing improvement in accordance with the plan submitted in House Document Numbered Two hundred and seventy-five, Fifty-ninth Congress, second session, one hundred and thirteen thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to

Bridgeport, Conn.

*Provisos.*  
Contracts.

- complete the improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and fifty thousand dollars, exclusive of sums herein and heretofore appropriated or heretofore authorized: *Provided further*, That the work shall be limited to the construction of the proposed breakwaters, the dredging to twenty-two feet of the main channel and deep anchorage basins as proposed, and the dredging of an anchorage basin twelve feet in depth and of an area equal to that proposed, to be located northwest of the twenty-two foot anchorage basin.
- Limit of operations.** Improving harbors at East Norwalk, South Norwalk, and above the railroad bridge at South Norwalk, Connecticut, in accordance with the report submitted in House Document Numbered Two hundred and sixty-two, Fifty-ninth Congress, second session, excepting therefrom the basin at South Norwalk; completing improvement, sixty-three thousand five hundred dollars.
- East and South Norwalk, Conn.**
- Saugatuck River and harbors to New York State line.** Improving harbors at Five Mile River, Stamford, Southport, Greenwich, and Westport, Connecticut, and Saugatuck River, Connecticut: Continuing improvement and for maintenance, seventy thousand dollars, from which amount the existing project at Stamford may be completed.
- Thames River, Conn.** Improving Thames River, Connecticut: Continuing improvement and for maintenance, including the completion of the project submitted in House Document Numbered Two hundred and sixty-five, Fifty-ninth Congress, second session, thirty thousand dollars.
- Connecticut River, below Hartford.** Improving Connecticut River, below Hartford, Connecticut: Continuing improvement and for maintenance, forty thousand dollars.
- Housatonic River, Conn.** Improving Housatonic River, Connecticut: Continuing improvement and for maintenance, twenty thousand dollars.
- Port Chester, N. Y.** Improving harbor at Port Chester, New York: For the removal of ledges of rock opposite the southerly point of Fox Island and for maintenance, six thousand five hundred dollars.
- Larchmont, N. Y.** Improving Larchmont Harbor, New York: For removal of ledges adjoining Huron Rock and for maintenance, fourteen thousand dollars.
- Echo Bay, N. Y.** Improving Echo Bay, New York: Completing improvement in accordance with the report submitted in House Document Numbered One hundred and eighty-two, Fifty-ninth Congress, second session, and for maintenance, twelve thousand dollars.
- Harbors, north shore Long Island, N. Y.** Improving harbors at Port Jefferson, Mattituck, Huntington, Flushing Bay, Canarsie Bay, and Sag Harbor, New York: Continuing improvement and for maintenance, one hundred and twenty-five thousand dollars.
- Great South Bay, N. Y.** Improving Great South Bay, New York: For maintenance, two thousand dollars.

Improving harbor at Saugerties, New York: Continuing improvement and for maintenance, twenty thousand dollars.

Saugerties,  
N. Y.

Improving harbors at Rondout and Peekskill, New York: Continuing improvement and for maintenance, six thousand dollars.

Rondout and  
Peekskill, N. Y.

Improving New York Harbor: For maintenance, one hundred and twenty-five thousand dollars.

New York  
Harbor.

Improving Ambrose Channel, New York Harbor: The Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding one million one hundred and forty-eight thousand five hundred and ten dollars, exclusive of amounts heretofore appropriated or heretofore authorized, from which amount, or from any amounts heretofore appropriated or authorized for said project, not exceeding eight hundred thousand dollars may be expended for the construction of two suction dredges: *Provided*, That during the continuance of excavation in the said Ambrose Channel the navigation thereof may be restricted by regulations to be issued by the Secretary of War, limiting the use of said channel to daylight navigation by vessels of twenty-nine feet draft or over.

Ambrose  
channel, N. Y.  
Contracts.

Dredges au-  
thorized.

*Proviso.*  
Restriction of  
navigation.

Improving Bay Ridge and Red Hook channels, New York: The Secretary of War may prosecute the improvement in said channels with a view to obtaining a depth of thirty-five feet and subsequently increasing said depth to the full forty feet with a width of twelve hundred feet in accordance with the project adopted in the river and harbor act of eighteen hundred and ninety-nine.

Bay Ridge  
and Red Hook  
channels, N. Y.

Depth.

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1123.  
*Ante*, p. 848.

Improving Coney Island Channel, New York Harbor, in accordance with the report submitted in House Document Numbered Four hundred and forty-two, Fifty-ninth Congress, second session: Completing improvement and for maintenance, one hundred and eighty-eight thousand three hundred dollars.

Coney Island  
channel, N. Y.

Improving harbor at Buffalo, New York: For repairing and rebuilding of breakwaters damaged by storm in January, nineteen hundred and seven, three hundred and fifty thousand dollars.

Buffalo, N. Y.  
Repairing  
breakwaters.

Improving harbor at Buffalo, New York: To complete arm of Stony Point breakwater, fifty-two thousand three hundred and thirty-six dollars; to excavate rock shoals at entrance of Buffalo Harbor to a depth of twenty-three feet, fifty-six thousand one hundred dollars; for maintenance of structures, channels, and for dredging at entrance to canals at South Buffalo, in outer harbor, seventy-five thousand dollars; in all, one hundred and eighty-three thousand four hundred and thirty-six dollars.

Maintenance  
of harbor, etc.

Improving Black Rock Harbor and Channel, New York: Continuing improvement, and for the construc-

Black Rock  
Harbor, N. Y.

- tion of the ship lock, in accordance with the report submitted in House Document Numbered Four hundred and twenty-eight, Fifty-eighth Congress, second session, one million dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars in addition to the sums herein and heretofore appropriated or heretofore authorized: *And provided further*, That the Secretary of War is authorized to construct the lock of sufficient capacity to admit the largest vessels now in use on the Lakes.
- Proviso. Contracts.* **Niagara River, N. Y.** Improving Tonawanda Harbor and Niagara River, New York: For removal of the hulk of a steamer lying with its bow about four hundred feet from the east shore of Grand Island, in the Niagara River, three thousand dollars.
- Charlotte, N. Y.** Improving harbor at Charlotte, New York: Continuing improvement and for maintenance, eighty-eight thousand five hundred dollars.
- Great Sodus Bay, N. Y.** Improving harbor at Great Sodus Bay, New York: Continuing improvement and for maintenance, fifty thousand dollars.
- Pultneyville, N. Y.** Improving harbor at Pultneyville, New York: Continuing improvement and for maintenance, six thousand dollars.
- Little Sodus Bay, N. Y.** Improving harbor at Little Sodus Bay, New York: Continuing improvement and for maintenance, seventy-five thousand dollars.
- Oswego, N. Y.** Improving harbor at Oswego, New York: Continuing improvement in accordance with plan "a," page six of House Document Numbered Fifty-five, Fifty-eighth Congress, second session, and for maintenance, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, in addition to the amounts herein and heretofore appropriated.
- Proviso. Contracts.* **Ogdensburg, N. Y.** Improving harbor at Ogdensburg, New York: Continuing improvement and for maintenance, seventy-five thousand dollars.
- Bronx River and East Chester Creek, N. Y.** Improving Bronx River and East Chester Creek, New York: Continuing improvement and for maintenance, twenty-nine thousand dollars, of which six thousand dollars may be expended for completing the improvement of East Chester Creek.
- East River and Hell Gate, N. Y.** Improving East River and Hell Gate, New York: Continuing improvement, two hundred and fifty thousand dollars, and a resurvey of said project may be made, including any ledge or ledges near to the westerly shore.

Improving Harlem River, New York: Continuing improvement, one hundred and fifty thousand dollars. H a r l e m  
River, N. Y.

Improving Newtown Creek, New York: Completing improvement and for maintenance, five thousand dollars. N e w t o w n  
Creek, N. Y.

Improving Browns Creek, New York: Continuing improvement and for maintenance, five thousand dollars. B r o w n s  
Creek, N. Y.

Improving Hudson River, New York: Continuing improvement and for maintenance, two hundred and fifty thousand dollars, of which five thousand dollars may be expended in removing the bar and deepening the channel at the mouth of Schodack Creek. H u d s o n  
River, N. Y.

Improving Wappinger Creek, New York: For maintenance, three thousand dollars. W a p p i n -  
g e r C r e e k ,  
N. Y.

Improving harbor at Tarrytown, New York: Completing improvement and for maintenance, sixteen thousand dollars. T a r r y t o w n ,  
N. Y.

Improving Raritan Bay, New Jersey: For maintenance, twenty-five thousand dollars. R a r i t a n B a y ,  
N. J.

Improving Cold Spring Inlet, New Jersey, to a depth of fifteen feet, in accordance with the plan printed in House Document Numbered Three hundred and eighty-eight, Fifty-ninth Congress, second session, three hundred and eleven thousand dollars: *Provided*, That the depth may be increased to twenty-five feet in case the local authorities or private persons or corporations shall within one year from the date of this Act contribute to the improvement the sum of one hundred thousand dollars, making the sum so contributed subject to the order of the Secretary of War in such manner as he shall direct; and the said Secretary of War may receive and expend upon the improvement to a depth of twenty-five feet the said sum of one hundred thousand dollars so contributed: *Provided further*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate, exclusive of the amount herein appropriated and of any sums contributed from other sources, five hundred and ninety-six thousand dollars in case the improvement be made to a depth of fifteen feet, or nine hundred thousand dollars in case the improvement be made to a depth of twenty-five feet: *Provided further*, That no portion of the funds herein appropriated and authorized shall be expended until the necessary land and right of way for the shore ends of the jetties, for light-houses, for the establishment of a life-saving station, and for a depot of engineer supplies, shall have been deeded to the United States free of cost, and until assurance, satisfactory to the Secretary of War, shall have been given that the plan of the harbor, to be established by private capital inside the entrance, will be modified by increasing the distance between the bulkheads immediately inside the shore end of the jetties in the manner recommended in said House Document

C o l d S p r i n g  
Inlet, N. J.

*Provisos.*  
Contribution  
by local au-  
thorities, etc.

Contracts.

Conditions  
for lands, etc.

Numbered Three hundred and eighty-eight, Fifty-ninth Congress, second session, and that the work proposed by the United States for the entrance channel to this harbor will be supplemented by such expenditure from private or corporate sources as shall make the harbor suitable for commerce and protected from injurious wave action: *And provided further*, That the Secretary of War shall have power to prescribe, regulate, and at any time modify the wharfage charges at this harbor, and no part of this appropriation shall be expended until the Cape May Real Estate Company shall, for itself and its successors and assigns, execute such formal acceptance of this proviso as the Secretary of War may require.

Wharfage  
charges.

Passaic Riv-  
er, N. J.

Improving Passaic River, New Jersey: Completing improvement and for maintenance under existing project, fifty-three thousand dollars.

Newark Bay  
and Passaic  
River, N. J.

Improving channel in Newark Bay and Passaic River, New Jersey, in accordance with the report submitted in House Document Numbered Four hundred and forty-one, Fifty-ninth Congress, second session, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work, as may be necessary for the prosecution of said work, to an amount not exceeding in the aggregate six hundred and fifty thousand dollars, to be appropriated for from time to time according to law, in addition to the amounts herein and heretofore appropriated.

Proviso.  
Contract.

Woodbridge  
Creek, N. J.

Improving Woodbridge Creek, New Jersey: Completing improvement and for maintenance, nineteen thousand dollars.

Keyport Har-  
bor, etc., N. J.

Improving Keyport Harbor, Matawan Creek; Raritan, South, and Elizabeth rivers, Shoal Harbor, and Compton Creek, and Cheesequake Creek, New Jersey: Continuing improvement and for maintenance, sixty-eight thousand dollars.

Shrewsbury  
River, N. J.

Improving Shrewsbury River, New Jersey: For maintenance, ten thousand dollars.

Delaware  
River, Perri-  
wig bar, Pa.  
and N. J.

Improving Perriwig Bar, Delaware River, between Trenton and Bordentown, New Jersey, and Pennsylvania: Completing improvement in accordance with the report submitted in House Document Numbered Eight hundred and fifty-two, Fifty-ninth Congress, first session, fifty thousand dollars.

Mantua  
Creek, N. J.

Improving Mantua Creek, New Jersey: Continuing improvement, and for maintenance, thirty-four thousand four hundred and fifty dollars, of which a sufficient amount may be applied for the construction of a dike to close the old mouth of said stream.

Alloway  
Creek, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement and for maintenance, five thousand dollars, of which a sufficient amount may be applied for the construction of a cut-off at Fosters Bottle: *Provided*, That no expenditure shall be made thereon until all land needed

Proviso.  
Condition.

for such cut-off is deeded to the United States free of expense.

Improving Tuckerton Creek, New Jersey: Continuing improvement and for maintenance, twelve thousand dollars. Tuckerton  
Creek, N. J.

Improving Raccoon Creek, New Jersey: Continuing improvement and for maintenance, fifteen thousand dollars, of which a sufficient amount may be applied for the construction of a cut-off at Molonox Shoal: *Provided*, That no expenditure shall be made thereon until all lands necessary for such cut-off shall be deeded to the United States free of expense. Raccoon  
Creek, N. J.  
  
Proviso.  
Condition.

Improving Salem River, New Jersey: Completing improvement in accordance with the report submitted in House Document Numbered Seventy-eight, Fifty-fifth Congress, first session, twenty-nine thousand dollars. Salem River,  
N. J.

Improving Cohansey River, New Jersey: Completing improvement in accordance with the report submitted in House Document Numbered Six hundred and forty-five, Fifty-ninth Congress, first session, fifty-five thousand eight hundred dollars. Cohansey  
River, N. J.

Improving harbor at Pittsburg, Pennsylvania: For maintenance, ten thousand dollars. Pittsburg,  
Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement and for maintenance, one hundred and twenty thousand dollars. Erie, Pa.

Improving Delaware River, New Jersey, Pennsylvania, and Delaware: Completing improvement, eight hundred and ninety-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be required for the maintenance of said channel, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding five hundred thousand dollars, exclusive of amounts herein and heretofore appropriated: *Provided further*, That contracts for maintenance shall be limited to work to be done not later than the working season of the year nineteen hundred and nine, and the amount herein authorized shall be available for expenditure in the completion of said project: *And provided further*, That of the amounts herein appropriated and authorized not exceeding two hundred thousand dollars may, in the discretion of the Secretary of War, be expended for widening the said channel at the bends therein, below the city of Philadelphia, with a view to securing, so far as practicable, a channel of equal safety and efficiency in all its parts. Delaware  
River, N. J.,  
Pa., and Del.  
Provisos.  
Contracts.  
  
Limit of  
work.  
  
Channel be-  
low Philadel-  
phia.

Improving Monongahela River, Pennsylvania: For the construction of Lock and Dam Numbered Five, two hundred and fifty-six thousand and forty-two dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be required for the completion of such project, to be paid for Mononga-  
hela River, Pa.  
Lock and Dam  
No. 5.  
  
Proviso.  
Contract.

as appropriations may from time to time be made by law, to an amount not to exceed five hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

- Allegheny River, Pa. Dams Nos. 2 and 3.** Improving Dam Numbered Three, Allegheny River, Pennsylvania: For the repair and reconstruction of Dam Numbered Three, and for the completion of Dam Numbered Two, two hundred and thirty-five thousand dollars.
- Wilmington, Del.** Improving Wilmington Harbor, Delaware: Continuing improvement and for maintenance, seventy-five thousand dollars.
- Appoquinimink, Murderkill, and Mispillion rivers, Del.** Improving Appoquinimink, Murderkill, and Mispillion rivers, Delaware: Continuing improvement and for maintenance, fifty-three thousand dollars, of which forty thousand dollars may be expended upon the Mispillion River in accordance with the report submitted in House Document Numbered One hundred and two, Fifty-sixth Congress, second session.
- St. Jones River, Del.** Improving Saint Jones River, Delaware: For maintenance, three thousand dollars.
- Smyrna River, Del.** Improving Smyrna River, Delaware: For maintenance, two thousand dollars.
- Broadkill River, Del.** Improving Broadkill River, Delaware, in accordance with the report submitted in House Document Numbered Two hundred and fourteen, Fifty-ninth Congress, second session: Completing improvement, thirty-three thousand three hundred and thirty dollars.
- Broad Creek River, Del.** Improving Broad Creek River, Delaware: For maintenance, one thousand five hundred dollars.
- Patapsco River, Baltimore, Md. *Proviso.* Contracts.** Improving Patapsco River and channel to Baltimore, Maryland, five hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding one million seven hundred and fifteen thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized.
- Southwest Baltimore, Md.** Improving harbor of Southwest Baltimore, Maryland: For maintenance, six thousand five hundred dollars.
- Chesapeake Bay, Md. Eastern shore.** Improving harbors at Rockhall, Queenstown, Claiborne, and Cambridge, and Chester, Choptank, Warwick, Pocomoke, La Trappe, and Manokin rivers, and Tyaskin Creek, Maryland: Continuing improvement and for maintenance, sixty thousand dollars, of which amount six thousand five hundred dollars may be expended for the completion of the improvement of Tyaskin Creek, in accordance with the report submitted in House Document Numbered Six hundred and eighty-two, Fifty-ninth Congress, first session.
- Crisfield, Md.** Improving Crisfield Harbor, Maryland, in accordance with the report submitted in House Document Numbered Seven hundred and eighty-three, Fifty-ninth Congress, first session: Completing improve-



ment, thirty-seven thousand seven hundred and seven dollars.

Improving Elk River, Maryland: Completing improvement in accordance with the report submitted in House Document Numbered Seven hundred and thirty-eight, Fifty-ninth Congress, first session, and for maintenance, eighteen thousand eight hundred and three dollars.

Elk River,  
Md.

Improving Susquehanna River above and below Havre de Grace, Maryland: Continuing improvement and for maintenance, twenty thousand dollars.

Susquehanna  
River, Md.

Improving Nanticoke River, Delaware and Maryland: Continuing improvement and for maintenance, two thousand dollars.

Nanticoke  
River, Del. and  
Md.

Improving Wicomico River<sup>a</sup>, Maryland: For maintenance, two thousand five hundred dollars.

Wicomico  
River, Md.

Improving Potomac River at Washington, District of Columbia: For maintenance, restoring depth of eight feet in tidal reservoir and constructing reservoir inlet gates, two hundred and fifty-eight thousand dollars.

Potomac  
River, D. C.

Improving Anacostia River, District of Columbia: Continuing improvement, one hundred and twenty-seven thousand dollars.

Anacostia  
River, D. C.

Improving Norfolk Harbor and its approaches, Virginia: Completing improvement, thirty-seven thousand eight hundred and twenty-five dollars.

Norfolk, Va.

Improving Norfolk Harbor, Virginia, and its approaches, from deep water in Hampton Roads to the junction of the eastern and southern branches, in accordance with House Documents Numbered Three hundred and seventy-three and Three hundred and eighty-one, Fifty-ninth Congress, first session, including the removal of shoals at the mouth of the eastern branch, two hundred and eighty-two thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and fifty thousand dollars, exclusive of the amounts herein appropriated.

*Proviso.*  
Contracts.

Improving Hampton Roads, Virginia: For maintenance, twelve thousand five hundred dollars.

Hampton  
Roads, Va.

Improving harbor at Cape Charles City, Virginia: Continuing improvement and for maintenance, twenty-five thousand dollars.

Cape Charles  
City, Va.

Improving York, Mattaponi, and Pamunky rivers and Occoquan and Carters creeks, Virginia: Continuing improvement and for maintenance, forty-nine thousand dollars, of which amount nineteen thousand dollars may be expended for the removal of the bar at the mouth of Occoquan Creek, in accordance with the report submitted in House Document Numbered One hundred and ninety, Fifty-ninth Congress, first session.

York, Matta-  
poni, etc., riv-  
ers, Va.

Occoquan  
Creek, Va.

<sup>a</sup> On the eastern shore.

Nomini  
Creek, Va.

Improving Nomini Creek, Virginia: Continuing improvement and for maintenance, five thousand dollars.

Rappahan-  
nock River, Va.

Improving Rappahannock River, Virginia, in accordance with the modified project: Seventy-seven thousand seven hundred and twenty-nine dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate ninety thousand dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
Contracts.

James River,  
Va.

Improving James River, Virginia: Continuing improvement and for maintenance, two hundred thousand dollars.

Nansemond  
River, Va.

Improving Nansemond River, Virginia: Continuing improvement and for maintenance, five thousand dollars.

Appomattox  
River, Va.

Improving Appomattox River, Virginia: Completing improvement and for maintenance, fifty thousand dollars, and an examination of the said river may be made for the purpose of determining what improvements should be made or plan adopted for the maintenance of the said channel.

Blackwater  
River, Va.

Improving Blackwater River, Virginia: Completing improvement in accordance with the report submitted in House Document Numbered One hundred and seventy-seven, Fifty-ninth Congress, first session, and for maintenance, eight thousand dollars.

Big Sandy  
River, Levisa  
and Tug forks,  
W. Va. and Ky.

Improving Big Sandy River and Levisa and Tug forks, West Virginia and Kentucky: Continuing improvement by the construction of Dam Numbered One, Levisa fork, and Dam Numbered One, Tug Fork; one hundred thousand dollars: *Provided*, That the Secretary of War may enter into contract or contracts for such materials and work as may be necessary for the completion of said dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and thirty-five thousand dollars, exclusive of the amounts herein and heretofore appropriated.

*Proviso.*  
Contracts.

Big Sandy  
River,  
Bridge.

Improving Big Sandy River, West Virginia and Kentucky, by the construction of a steel service bridge at Lock Numbered One, seven thousand dollars.

Little Kan-  
awha River, W.  
Va.

Improving Little Kanawha River, West Virginia: Completing improvement and for maintenance, eighty-one thousand dollars, and the Secretary of War may cause a survey to be made for one lock and dam in said river above the location of existing Lock Numbered Five.

Beaufort,  
N. C.

Improving harbor at Beaufort, North Carolina: For maintenance, twenty-two thousand dollars, of which amount so much as may be necessary may, in the discretion of the Secretary of War, be applied to repairing existing jetties at Fort Macon Point and constructing additional jetties and shore protection.

Improving waterway from Norfolk, Virginia, to the sounds of North Carolina<sup>[a]</sup>, for maintenance, five thousand dollars.

Waterway,  
Norfolk to  
North Carolina  
sounds.

Improving inland water route from Norfolk, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound, for maintenance, three thousand dollars.

Norfolk to  
Albemarle  
Sound.

Improving and constructing inland waterway from Pamlico Sound to Beaufort Inlet, North Carolina, ten feet in depth, in accordance with the report submitted in House Document Numbered Eighty-four, Fifty-ninth Congress, second session, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of said project not exceeding in the aggregate three hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Pamlico  
Sound to Beau-  
fort Inlet, N. C.

*Proviso.*  
Contracts.

Improving Roanoke River, North Carolina: For maintenance, three thousand dollars.

Roanoke  
River, N. C.

Improving Meherrin River, North Carolina, from the mouth thereof to Murfreesboro, in accordance with the report submitted in House Document Numbered One hundred and thirty-seven, Fifty-ninth Congress, first session: Completing improvement and for maintenance, six thousand dollars.

Meherrin  
River, N. C.

Improving Scuppernong River, North Carolina: For maintenance, two thousand dollars.

Scuppernong  
River, N. C.

Improving Pamlico and Tar rivers, North Carolina: Completing improvement below Washington in accordance with the existing project and above Washington in accordance with the report submitted in House Document Numbered Three hundred and forty-two, Fifty-ninth Congress, second session, and for maintenance, eleven thousand five hundred and sixty-three dollars.

Pamlico and  
Tar rivers,  
N. C.

Improving Contentnia Creek, North Carolina: For maintenance, two thousand dollars.

Contentnia  
Creek, N. C.

Improving Neuse and Trent rivers, North Carolina: Continuing improvement and for maintenance, thirty thousand dollars.

Neuse and  
Trent rivers,  
N. C.  
Vol. 34, p.  
1424.

Improving waterway between Newbern and Beaufort, North Carolina: For maintenance, two thousand dollars.

Post, p. 1295.  
Waterway,  
Newbern to  
Beaufort, N. C.

Improving Beaufort Inlet, North Carolina: For maintenance, five thousand dollars.

Beaufort In-  
let, N. C.

Improving New River, North Carolina, including inland waterways between Beaufort Harbor and New River and between New River and Swansboro, North Carolina: Continuing improvement and for maintenance, seventeen thousand dollars.

New River,  
etc., N. C.

Improving North East and Black rivers, and Cape Fear River above Wilmington, North Carolina: For maintenance, nine thousand dollars.

Northeast,  
Black, and  
Cape Fear  
rivers, N. C.

<sup>a</sup> Via Pasquotank River,

- Cape Fear River, N. C.** Improving Cape Fear River, at and below Wilmington, North Carolina, in accordance with the modified project submitted in House Document Numbered Five hundred and forty-five, Fifty-ninth Congress, first session: Continuing improvement to such depth in excess of twenty feet as the appropriations for the work may permit, due regard being given to the difference in tidal oscillation at the upper and lower portion of the improvement, one hundred and sixty-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute the said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized: *And provided*
- Provisos. Contracts.**
- Balances available.** *further*, That the balance remaining unexpended of previous appropriations and authorizations for improving Cape Fear River at and below Wilmington, North Carolina, shall be available for the project as herein modified, and so much as may be necessary of the funds available for the improvement may be used in the repair of the New Inlet and Swash Defense dams.
- Reexamination.** The Secretary of War may cause a reexamination to be made of the Cape Fear River above Wilmington, North Carolina, with a view to reporting what modifications, if any, should be made in the existing project, the expense of which shall be paid from the amount appropriated in section two.
- Shallotte River, N. C.** Improving Shallotte River, North Carolina: For maintenance, three thousand dollars.
- Winyah Bay, S. C.** Improving Winyah Bay, South Carolina: For maintenance, thirty thousand dollars.
- Waterway, Charleston and McClellanville, S. C.** Improving inland waterway between Charleston Harbor and opposite McClellanville, South Carolina: Completing improvement, seventy-five thousand two hundred and ninety dollars; and the Secretary of War, may extend the said waterway or a branch thereof to Morrisons Landing in McClellanville.
- Charleston, S. C.** Improving harbor at Charleston, South Carolina: For maintenance, twenty-five thousand dollars.
- Waccamaw and Little Pedee rivers, N.C. and S. C.** Improving Waccamaw River, North Carolina and South Carolina, and Little Pedee River, South Carolina: Continuing improvement and for maintenance, twenty thousand dollars.
- Lynch River, and Clark Creek, S. C.** Improving Lynch's River and Clarke's Creek, South Carolina, by the removal of logs and snags, two thousand dollars.
- Great Pedee River, S. C.** Improving Great Pedee River, South Carolina: Continuing improvement and for maintenance, twenty thousand dollars.
- Santee, Wateree, Congaree rivers, etc., S. C.** Improving Santee, Wateree, and Congaree rivers, and Estherville-Minim Creek Canal, South Carolina: Continuing improvement and for maintenance, one hundred

and fifty thousand dollars; and the limits of the improvement of the Congaree River shall be extended to include that part of the said river included in the project from Gervais Street Bridge, Columbia, to Granby, South Carolina.

Improving harbor at Savannah, Georgia: Continuing improvement and for maintenance, according to the plans of the Board of Engineers for Rivers and Harbors, submitted in House Document Numbered One hundred and eighty-one, Fifty-ninth Congress, first session, three hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized: *Provided further*, That the dredge recommended in the said document to be built shall be of the stationary pumping type and cost not to exceed one hundred and twenty-five thousand dollars: *And provided further*, That three hundred thousand dollars of the amount herein authorized or appropriated, or so much thereof as may be necessary, may be expended in raising, strengthening, or extending the existing jetties, training walls, and other regulating works.

Savannah,  
Ga.

Provisos.  
Contracts.

Dredge.

Existing jetties.

Improving harbor at Brunswick, Georgia, in accordance with the report submitted in House Document Numbered Four hundred and seven, Fifty-ninth Congress, first session, one hundred and forty-six thousand six hundred and fifty dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and fifty thousand dollars exclusive of the amounts herein and heretofore appropriated: *Provided further*, That it shall be the duty of the Chief of Engineers to ascertain if any person or corporation owning, controlling, or using any wharf or wharfage privileges at said harbor discriminates against anyone engaged in the transportation of freight by ship, vessel, or railroad, and whether any such wharf owners or wharfingers refuse to permit any vessels or ships to land at or use said wharves, and to make report thereof to Congress.

Brunswick,  
Ga.

Provisos.  
Contracts

Discriminations to be investigated.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement and for maintenance, seventy-five thousand dollars.

Cumberland  
Sound, Ga. and  
Fla.

Improving Savannah River below Augusta, Georgia: Continuing improvement and for maintenance, thirty thousand dollars.

Savannah  
River, Ga.  
Below Augusta.

Improving Savannah River above Augusta, Georgia: Continuing improvement and for maintenance, three thousand dollars.

Above Augusta.

- Altamaha, Oconee, and Ocmulgee rivers, Ga. Improving Altamaha, Oconee, and Ocmulgee rivers, Georgia: Continuing improvement and for maintenance, seventy-five thousand dollars: *Provided*, That twenty-five thousand dollars of said amount may, if necessary, in the discretion of the Secretary of War, be expended upon the Ocmulgee River between the cities of Macon and Hawkinsville, Georgia.
- Club and Plantation creeks canal, Ga. Improving Club and Plantation creeks canal, Georgia, in accordance with House Document Numbered One hundred and fifty-nine, Fifty-eighth Congress, second session, twenty thousand dollars.
- Water route, Savannah, Ga., to Fernandina, Fla. Improving inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement and for maintenance, thirty thousand dollars; and the Secretary of War may cause a resurvey to be made to determine the best route for said waterway.
- Skidaway Narrows, Ga. Improving Skidaway Narrows, Georgia: Completing improvement, and for maintenance, thirty-five thousand dollars.
- Flint River, Ga. Improving Flint River, Georgia: Continuing improvement and for maintenance, twenty-five thousand dollars.
- Chattahoochee River, Ga. and Ala. Improving Chattahoochee River, Georgia and Alabama, below Columbus: Continuing improvement and for maintenance, one hundred and fifty thousand dollars.
- Coosa River, Ga. and Ala. Improving Coosa River, Georgia and Alabama: Continuing improvement and for maintenance, fifty thousand dollars, of which amount, two thousand dollars may be expended, if required, for the care and preservation of the Government plant and property at Wetumpka.
- Fernandina, Fla. Improving Fernandina Harbor, Florida, in accordance with the report submitted in House Document Numbered Three hundred and eighty-eight, Fifty-ninth Congress, first session, one hundred and fifteen thousand dollars.
- Biscayne Bay, Fla. Vol. 32, p. 338. *Ante*, p. 960. Improving Biscayne Bay, Florida: With a view to the completion of the project provided for in the Act approved June thirteenth, nineteen hundred and two, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," by dredging the portion of the channel extending to the sea from the terminus of the channel to be constructed by the Florida East Coast Railway Company to the depth of eighteen feet, one hundred feet wide, by completing the north jetty now under process of construction and constructing the south jetty, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said work, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding one hundred and forty-six thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That nothing contained in this Act shall be so construed as to relieve the
- Provisos.*  
*Contracts.*

said Florida East Coast Railway Company from its obligations under the contract entered into with the United States in accordance with the provisions of said Act approved June thirteenth, nineteen hundred and two.

Improving harbor at Key West, Florida, and entrance thereto: Continuing improvement and for maintenance, by dredging and work on jetties or by constructing training walls, in the discretion of the Secretary of War, two hundred thousand dollars.

Improving Sarasota Bay, Florida: Continuing improvement from Tampa Bay to Venice, twenty-two thousand five hundred dollars.

Improving East Pass and Carrabelle bar and harbor, Florida: Continuing improvement with a view to obtaining a channel eighteen feet deep and one hundred feet wide from the eighteen-foot contour in the outer harbor to a point opposite the beacon situated about one thousand feet up the river from its mouth, with a suitable turning basin, thence ten feet deep and one hundred feet wide to the wharves at Carrabelle, sixty thousand dollars.

Improving Apalachicola Bay, Florida: Continuing improvement with a view to obtaining a channel across the bar at the mouth of the Apalachicola River not less than one hundred feet wide and ten feet deep at mean low water, and a channel not less than one hundred and fifty feet wide and eighteen feet deep through Link channel and West Pass to the Gulf of Mexico, in accordance with the report submitted in House Document Numbered Four hundred and twenty-two, Fifty-ninth Congress, first session, eighty-five thousand dollars.

Improving harbor at Pensacola, Florida: Continuing improvement and for maintenance, one hundred thousand dollars.

Improving Saint Johns River, Florida: For maintenance, one hundred thousand dollars.

Improving Saint Johns River at Orange Mills Flats, Florida: Continuing improvement and for maintenance, twenty-five thousand dollars.

Improving Saint Johns River, Florida, opposite the city of Jacksonville: Completing improvement in accordance with the report submitted in House Document Numbered Six hundred and sixty-three, Fifty-ninth Congress, first session, three hundred and seventy-one thousand five hundred dollars.

Improving Volusia bar, Florida: For maintenance, two thousand dollars.

Improving Oklawaha River, Florida: Completing improvement from the mouth to Leesburg, Florida, including Silver Springs Run, in accordance with the report submitted in House Document Numbered Seven hundred and eighty-two, Fifty-ninth Congress, first session, and for maintenance, fifteen thousand dollars.

Florida East Coast Railway Company contract.

Key West, Fla.

Sarasota Bay, Fla.

East Pass and Carrabelle bar, Fla.

Apalachicola Bay, Fla.

Pensacola, Fla.

St. Johns River, Fla.

Orange Mills flats.

Opposite Jacksonville.

Volusia bar.

Oklawaha River, Fla.

- Indian River, Fla. Improving Indian River, Florida, between Goat Creek and Jupiter Inlet: Continuing improvement and for maintenance, nine thousand dollars.
- Kissimmee River, Fla. Improving Kissimmee River [<sup>a</sup>], Florida: Completing improvement and for maintenance, twelve thousand two hundred and twenty-one dollars.
- Orange River, etc., Fla. Improving Orange River, Charlotte Harbor, and Caloosahatchie River, Florida: For maintenance, three thousand dollars.
- Crystal River, etc., Fla. Improving Crystal, Anclote, and Suwanee rivers, Florida: Continuing improvement and for maintenance, twenty-five thousand dollars.
- Withlacoochee River, Fla. Improving Withlacoochee River, Florida, in accordance with the report submitted in House Document Numbered Four hundred and eighty-three, Fifty-ninth Congress, second session, following Route "F," sixty-five thousand four hundred dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated.
- Manatee River, Fla. Improving Manatee River, Florida: Completing improvement and for maintenance, seventy thousand seven hundred and ten dollars.
- Apalachicola River, etc., Fla. Improving Apalachicola River, Florida, including the cut-off and lower Chipola River and the upper Chipola River from Mariana to its mouth: Continuing improvement and for maintenance, twenty-five thousand dollars.
- Choctawhatchee River, Fla. and Ala. Improving Choctawhatchee River, Florida and Alabama, including Cypress Top outlet: Continuing improvement and for maintenance, ten thousand dollars.
- Holmes River, Fla. Improving Holmes River, Florida, from Vernon to its mouth: Continuing improvement and for maintenance, two thousand dollars.
- Blackwater River, Fla. Improving Blackwater River, Florida: Continuing improvement and for maintenance, five thousand dollars.
- Escambia and Conecuh rivers, Fla. and Ala. Improving Escambia and Conecuh rivers, Florida and Alabama: Continuing improvement and for maintenance, fifteen thousand dollars.
- Water hyacinth, Fla. Removing. For the removal of water hyacinth from the navigable waters of the State of Florida, so far as it is or may become an obstruction to navigation, fifteen thousand dollars: *Provided*, That no chemical process injurious to cattle which may feed upon the water hyacinth shall be used.
- Proviso.*  
Restriction. Improving harbor at Mobile, Alabama: Continuing improvement and for maintenance, in accordance with the recommendation of the Board of Engineers for Rivers

<sup>a</sup>The adopted project provides for the improvement also of Istokpoga Creek, which empties into Kissimmee River about 10½ miles north of Fort Bassinger.



and Harbors created by section three of the river and harbor Act of June thirteenth, nineteen hundred and two, in its report printed in House Document Numbered Six hundred and forty-seven, Fifty-ninth Congress, first session, two hundred thousand dollars: *Provided*, That not more than ten thousand dollars of such amount may, in the discretion of the Secretary of War, be used in the removal of dead heads, sunken logs, and other obstructions arising from the freshets on the rivers entering Mobile Bay: *Provided further*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute the improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and sixty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *And provided further*, That so much as may be necessary may be expended in the construction of a dredge for said harbor.

Improving Mobile bar, Alabama: Continuing improvement and for maintenance, fifty thousand dollars.

Improving Alabama River, Alabama: Continuing improvement and for maintenance, two hundred thousand dollars.

Improving Conecuh River, Alabama, in accordance with the report submitted in House Document Numbered One hundred and fifty-nine, Fifty-ninth Congress, first session: Completing improvement, thirty-one thousand dollars.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama, by the construction of locks and dams, three hundred and fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million eight hundred and forty-two thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized: *Provided further*, That so much as may be necessary shall be used in the completion of Lock and Dam Numbered One in the Tombigbee River near Demopolis, and Locks and Dams Numbered Two and Three in the Warrior River next above; and in the construction of Lock and Dam Numbered Three in the Tombigbee River and of Locks and Dams Numbered Fourteen, Fifteen, Sixteen, and Seventeen in the Black Warrior River above Tuscaloosa.

Improving Tombigbee River, Alabama, from the mouth to Demopolis: For maintenance, sixteen thousand dollars.

Improving Tombigbee River, Alabama, from Demopolis, Alabama, to Columbus, Mississippi: For maintenance, fourteen thousand dollars, of which amount two thousand dollars may, in the discretion of the Secretary of War, be

Vol. 32, p.  
372.  
*Ante*, p. 1006.

*Provisos.*  
Snagging, etc.

Contracts.

Dredge au-  
thorized.

Mobile bar,  
Ala.

Alabama  
River, Ala.

Conecuh  
River, Ala.

Black War-  
rior, Warrior,  
and Tombigbee  
rivers, Ala.  
*Provisos.*  
Contracts.

Distribution.

Tombigbee  
River.  
To Demopo-  
lis.  
Demopolis to  
Columbus.

expended upon the said river between Columbus and Walkers Bridge.

Horn Island Pass, Miss. Improving Horn Island Pass, Mississippi: For maintenance, nine thousand dollars.

Biloxi, Miss. Improving harbor at Biloxi, Mississippi: For maintenance, nine thousand dollars.

Dredge for harbors, Mississippi coast. Improving harbors on the coast of Mississippi: The Secretary of War may, in his discretion, construct a dredge for use in said harbors and the channels adjacent thereto, at a cost not exceeding two hundred thousand dollars, of which amount, in case said dredge is constructed, twenty-five thousand dollars shall be taken from the appropriation herein for Gulfport Harbor and fifty thousand dollars from the appropriation for Pascagoula River.

Gulfport-Ship Island Harbor channel, etc., and Ship Island Pass, Miss. Improving anchorage basin at Gulfport and channel therefrom to the anchorage or roadstead at Ship Island; also Ship Island Pass between Ship and Cat islands, Mississippi: Continuing improvement and for maintenance, one hundred thousand dollars; and the Secretary of War

Contract to be annulled. Vol. 30, p. 1127. may annul that portion of the contract entered into February twentieth, nineteen hundred and one, between

Ante, p. 852. Major W. T. Rossell, Corps of Engineers, United States Army, on behalf of the United States, and Spencer S. Bullis, relating to maintenance of a channel and anchorage basin in Mississippi Sound between Ship Island and Gulfport, Mississippi, and the amount due the said Spencer S. Bullis, or his assigns,\* for maintenance shall be

833. Vol. 34, p. 1177. reckoned from June fourteenth, nineteen hundred and six, to the date of annulment at the rate of ten thousand dollars per annum.

Pascagoula River, Miss. Improving Pascagoula River<sup>[a]</sup>, Mississippi: Continuing improvement and for maintenance, two hundred thousand dollars.

Leaf, Chickasahay, etc., rivers, Miss. Improving Pascagoula<sup>[b]</sup>, Leaf, and Chickasahay rivers, Mississippi: For maintenance, ten thousand dollars.

Pearl River, Miss. Improving Pearl River, Mississippi, below Rockport: Continuing improvement and for maintenance, thirty thousand dollars.

Between Edinburg and Jackson. Improving Pearl River, Mississippi, between Edinburg and Jackson: For maintenance, three thousand five hundred dollars.

Wolf and Jordan rivers, Miss. Improving Wolf and Jordan rivers, Mississippi, in accordance with the report submitted in House Document Numbered Nine hundred and seventeen, Fifty-ninth Congress, first session: Completing improvement, thirty thousand dollars.

Homochitto River, Miss. Improving Homochitto River, Mississippi: For maintenance, four thousand dollars.

<sup>a</sup> From a point on Dog River 3 miles above its mouth to Mississippi Sound.

<sup>b</sup> Above mouth of Dog River.

Improving Yazoo, Tallahatchie, and Coldwater rivers and Tchula Lake, Mississippi: For maintenance, forty-five thousand dollars.

Yazoo River,  
etc., Miss.

Improving Tallahatchie River, Mississippi, between Batesville and the mouth of the Coldwater River, in accordance with the report submitted in House Document Numbered One hundred and forty-seven, Fifty-ninth Congress, first session, four thousand dollars.

Tallahatchie  
River, Miss.

Improving Big Sunflower River, Mississippi, in accordance with report submitted in House Document Numbered Six hundred and sixty-seven, Fifty-ninth Congress, first session, and continuing improvement under existing project to the mouth of the Hushpucena River, and for maintenance, one hundred thousand dollars.

Big Sunflower  
River, Miss.

Improving South Pass channel of the Mississippi River, Louisiana: For maintenance, fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for the improvement and maintenance of said channel to an amount not exceeding fifty thousand dollars, to be expended during the fiscal year closing June thirtieth, nineteen hundred and nine, both of which amounts shall be in addition to and exclusive of the regular annual appropriation of one hundred thousand dollars for that purpose.

South Pass,  
Mississippi  
River, La.  
*Proviso.*  
Contracts.

Vol. 31, p.  
585.  
*Ante*, p. 921.

Improving South West Pass of the Mississippi River, Louisiana: Continuing improvement, one million dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as be necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million five hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Southwest  
Pass, Missis-  
sippi River, La.  
*Proviso.*  
Contracts.

Improving the mouth and passes of Calcasieu River, Louisiana: For maintenance, twenty-five thousand dollars.

Calcasieu  
River, La.

The limit of time fixed by an Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes, approved June thirteenth, nineteen hundred and two, for the removal of a temporary dam and the construction of locks [a] in Bayou Lafourche, State of Louisiana, is hereby extended until January first, nineteen hundred and ten.

Bayou La-  
fourche, La.  
Time for  
locks, etc., ex-  
tended.  
Vol. 32, p.  
378.  
*Ante*, p. 1014.  
Vol. 33, p.  
588.  
*Ante*, p. 1047.

Improving Bayou Plaquemine, Grand River, and Pigeon Bayou, Louisiana: For construction of a dredge and maintenance, one hundred thousand dollars.

Bayou Plaque-  
mine, etc., La.

Improving Bayou Teche, Louisiana: With a view to obtaining a six-foot navigation to Arnaudville, in accordance with the report submitted in House Document Numbered Five hundred and twenty-seven, Fifty-ninth

Bayou Teche,  
La.

<sup>a</sup> By the Atchafalaya Basin and the Lafourche Basin levee boards.

*Proviso.  
Condition.*

Congress, first session, and for maintenance of the existing project, one hundred and thirty thousand dollars: *Provided*, That this expenditure for a six-foot navigation to Arnaudville shall be contingent upon all lands necessary for lock and dam purposes and canal feeders being deeded to the United States free of cost, and upon the United States being secured against possible claims for damages resulting from the overflow of lands by reason of the lock and dam improvement or from the draining of Spanish Lake.

Waterway,  
Franklin to  
Mermentau, La.

Improving Inland Waterway Channel from Franklin to Mermentau, Louisiana, in accordance with the report submitted in House Document Numbered Six hundred and forty, Fifty-ninth Congress, second session, eighty-nine thousand two hundred and ninety-two dollars, and the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed two hundred thousand dollars in excess of the amount herein appropriated.

Bayou Vermilion, etc.

Improving the channel, bay, and passes of Bayou Vermilion and Mermentau River and tributaries, Louisiana: For maintenance, twenty-five thousand dollars.

Bogue Chitto,  
etc., La.

Improving Bogue Chitto, Chefuncte River, Bogue Falia, Tickfaw River and tributaries, also Amite River, and Bayou Manchac, Louisiana: For maintenance, thirty-four thousand dollars.

Johnsons  
Bayou.

Improving Johnsons Bayou, Louisiana: For maintenance, two thousand five hundred dollars.

Water hyacinth,  
La. and Tex.

For the removal of the water hyacinth from the navigable waters in the States of Louisiana and Texas, so far as it is or may become an obstruction to navigation, ten thousand dollars.

Red River,  
La., Ark., Tex.,  
and Okla.

Improving the Red River in the States of Louisiana, Arkansas, Texas, and Oklahoma: For continuing improvement and for maintenance, two hundred and fifty thousand dollars, of which amount one hundred thousand dollars may be expended between Fulton, Arkansas, and Denison, Texas.

Bayou Bartholomew,  
etc., La. and Ark.

Improving Bayou Bartholomew, Boeuf River, Tensas River, Bayou Macon, and Bayous D'Arbonne and Corney, Louisiana and Arkansas: For maintenance, seventeen thousand dollars.

Ouachita and  
Black rivers,  
La. and Ark.

Improving Ouachita and Black rivers, Louisiana and Arkansas: Continuing improvement by the construction of Lock and Dam Numbered Two, near Catahoula Shoals, Louisiana, and Lock and Dam Numbered Eight, near Franklin Shoals, Arkansas, in accordance with the plan in House Document Numbered Four hundred and forty-eight, Fifty-seventh Congress, first session, and for maintenance, two hundred thousand seven hundred and eighty dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work

*Provisos.  
Contracts.*

as may be necessary to complete the construction of said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and sixty thousand eight hundred and twenty-three dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the location of said locks and dams may, in the discretion of the Secretary of War, be changed.

Location of  
locks, etc.

Improving Sabine Pass, Texas and Louisiana: Continuing improvement and for maintenance, one hundred and sixty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Sabine Pass,  
Tex. and La.

*Proviso.*  
Contracts.

Improving channel connecting Sabine and Neches rivers with the mouth of Taylors Bayou, Texas. Such portion as may be necessary of any funds heretofore appropriated or authorized for this work, and not required to complete the present adopted project, may, in the discretion of the Secretary of War, be applied to extending the channel at its southern end with a depth of nine feet to a junction with the Port Arthur Ship Canal and to widening the canal in front of Port Arthur.

Channel, Sa-  
bine and Ne-  
ches rivers to  
Taylors Bayou,  
Tex.

Port Arthur  
Canal.

Improving Galveston Harbor, Texas: Continuing improvement by the extension of the jetties and by dredging, in accordance with the report submitted in House Document Numbered Three hundred and forty, Fifty-ninth Congress, second session, as modified by the report of the Board of Engineers for Rivers and Harbors in its report of January eleventh, nineteen hundred and seven, and for maintenance, three hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the further prosecution of the work, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the Secretary of War, in his discretion, may prosecute said improvement by the extension of the existing jetties or by dredging, or by both of said methods.

Galveston,  
Tex.

*Provisos.*  
Contracts.

Method of  
improvement.

Improving Galveston channel, Texas: Continuing improvement, including the extension of channel to Fifty-sixth street, two hundred thousand dollars: *Provided*, That no part of said sum shall be expended until a bond with proper sureties, satisfactory to the Secretary of War, in such amount as he may deem necessary, shall have been furnished, to insure that the city of Galveston will, on or before June thirtieth, nineteen hundred and nine, convey to the United States a good and sufficient title to the point of land known as Pelican Spit and the

Galveston  
channel, Tex.

*Proviso.*  
Condition.

land adjacent thereto, as described in resolution of the board of commissioners of the city of Galveston, Texas, dated April first, nineteen hundred and five.

Channel to  
Texas City,  
Tex.

Improving channel from Galveston Harbor to Texas City, Texas: For maintenance, sixty thousand dollars.

Brazos River,  
Tex.

Improving the mouth of the Brazos River, Texas: Continuing improvement and for maintenance, thirty-five thousand dollars, and the Secretary of War may cause an examination to be made of said project with a view to determining what further improvements, if any, should be made thereon.

Aransas Pass,  
Tex.

Improving harbor at Aransas Pass, Texas: Continuing improvement, in accordance with the plans submitted in its report of December twenty-second, nineteen hundred and six, by the Board of Engineers created by authority of section three of the river and harbor Act of June thirteenth, nineteen hundred and two, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and ninety thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Vol. 32, p.  
372.  
*Ante*, p. 1006.  
*Proviso*.  
Contract.

Improving channel to Port Bolivar, Texas, by obtaining a channel one hundred and fifty feet wide and twenty-five deep, with an increased width in front of the wharf, as set out in House Document Numbered Seven hundred and nineteen, Fifty-ninth Congress, first session, fifty thousand dollars.

Port Bolivar,  
Tex.

Improving West Galveston Bay channel, Texas, and mouths of adjacent streams, including Trinity River, Anahauc Channel, Cedar Bayou, Chocolate Bayou, and Bastrop Bayou: Continuing improvement, fifty thousand dollars.

West Galves-  
ton Bay chan-  
nel, etc., Tex.

Improving inland waterway on the coast of Texas, to be applied to portions as follows, namely: West Galveston Bay and Brazos River Canal, Texas: Improvement in accordance with the report of the Board of Engineers for Rivers and Harbors, of date December twenty-second, nineteen hundred and six (the estimated cost being one hundred and fifty-one thousand five hundred and twenty-nine dollars): Inland waterway channel from Aransas Pass to Pass Cavallo, including the Guadalupe River to Victoria, Texas: Improvement in accordance with the report submitted in House Document Numbered Three hundred and thirty-six, Fifty-ninth Congress, second session; and the report of the Board of Engineers for Rivers and Harbors, of date December twenty-second, nineteen hundred and six (the estimated cost being one hundred and fifty-eight thousand five hundred and fifty dollars). Turtle Cove Channel, from Aransas Pass to Corpus Christi, Texas: Improvement in accordance with the report submitted in House Document Numbered

Inland water-  
way, Texas  
coast.  
Distribution.

Improving inland waterway on the coast of Texas, to be applied to portions as follows, namely: West Galveston Bay and Brazos River Canal, Texas: Improvement in accordance with the report of the Board of Engineers for Rivers and Harbors, of date December twenty-second, nineteen hundred and six (the estimated cost being one hundred and fifty-one thousand five hundred and twenty-nine dollars): Inland waterway channel from Aransas Pass to Pass Cavallo, including the Guadalupe River to Victoria, Texas: Improvement in accordance with the report submitted in House Document Numbered Three hundred and thirty-six, Fifty-ninth Congress, second session; and the report of the Board of Engineers for Rivers and Harbors, of date December twenty-second, nineteen hundred and six (the estimated cost being one hundred and fifty-eight thousand five hundred and fifty dollars). Turtle Cove Channel, from Aransas Pass to Corpus Christi, Texas: Improvement in accordance with the report submitted in House Document Numbered

Three hundred and thirty-eight, Fifty-ninth Congress, second session (the estimated cost being one hundred and twenty-three thousand seven hundred and fifty dollars); for all the above, one hundred and thirty-three thousand eight hundred and twenty-nine dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the above projects in accordance with said reports, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, exclusive of the amount herein and heretofore appropriated.

*Proviso.*  
Contracts.

Improving Galveston ship channel and Buffalo Bayou, Texas: Continuing improvement to a point at or near the head of Long Reach, in accordance with a modification of the original project as recommended in the report of the Board of Engineers for Rivers and Harbors of date December fifteenth, nineteen hundred and four, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project as modified by said report, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That fifty thousand dollars of the said cash appropriation may be expended for the restoration of the channel from the foot of Main street, Houston, to the head of Long Reach.

Galveston  
ship channel,  
etc., Tex.

*Provisos.*  
Contracts.

Channel from  
Houston.

Improving Brazos River, Texas, from Velasco to Old Washington: Continuing improvement, seventy-five thousand dollars.

Brazos River,  
Tex.  
Velasco to  
Old Washing-  
ton.  
Old Washing-  
ton to Waco.

Improving Brazos River, Texas, from Old Washington to Waco: For the construction of the lock and dam at Hidalgo Falls, seventy-five thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amount herein appropriated.

*Proviso.*  
Contracts.

Improving Trinity River, Texas: For maintenance, thirty-five thousand dollars: For construction of locks and dams, as hereinafter mentioned, forty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to construct Lock and Dam Numbered Four in section one in accordance with the report submitted in House Document Numbered Four hundred and nine, Fifty-sixth Congress, first session [<sup>a</sup>], and also a lock and dam in accordance with said report at Hurricane Shoals, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggre-

Trinity River,  
Tex.

*Proviso.*  
Contracts.

<sup>a</sup>House Doc. No. 118, 58th Cong., 2d sess., is probably intended.

gate the sum of three hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated or authorized.

Cypress Bayou, Tex. and La.

Improving Cypress Bayou, Texas and Louisiana: For maintenance, ten thousand dollars.

Sulphur River, Tex. and Ark.

Improving Sulphur River, Texas and Arkansas, in accordance with the report submitted in House Document Numbered Eight hundred and seventy, Fifty-ninth Congress, first session: Completing improvement, thirty-six thousand dollars.

Arkansas River, Ark.

Improving Arkansas River, Arkansas: For maintenance, thirty-five thousand dollars, and the amounts heretofore appropriated to be expended in the vicinity of Red Fork levee or set apart for dredging are hereby made available for the maintenance of this improvement. The Secretary of War may appoint a board to make an examination of said river to Muscogee, Indian Territory, with a view to ascertaining whether any feasible or desirable plan can be devised for the further improvement of the whole of said river to Muscogee or any portion thereof. The said board may, upon the order of the Secretary of War, also make a similar examination of that portion of the Red River which lies between Fulton, Arkansas, and the mouth of the Washita River, Indian Territory, and the expense of such examination shall be apportioned between the funds appropriated for said rivers in such a manner as the Secretary of War may deem equitable, and the said board shall also report upon the Arkansas River at Pine Bluff and the White River at Augusta Narrows, to ascertain and report whether the protection of the banks or rectification of the river at the points named is directly and necessarily required in the interests of navigation, and in case a report shall be made to the effect that such rectification is so required in the interest of navigation, the sum of one hundred thousand dollars, which is hereby conditionally appropriated, shall be expended for improvements at the places named, or either of them.

White River, Ark.

Improving White River, Arkansas: Continuing improvement and for maintenance, thirty thousand dollars, of which amount seven thousand five hundred dollars, or so much thereof as may be necessary, may, if directly and necessarily required in the interest of navigation, be used to prevent a cut-off in said river between Choctaw Railway bridge and the town of Devall Bluff, Arkansas.

Upper White River, Ark.

Improving Upper White River, Arkansas: Completing improvement by the construction of Lock and Dam Numbered Three, seventy-three thousand five hundred dollars.

Cache River, Ark.

Improving Cache River, Arkansas: For maintenance, two thousand dollars.

Black and Current rivers, Ark.

Improving Black and Current rivers, Arkansas: For maintenance, eighteen thousand dollars.

S. t. Francis and L'Anguille rivers, Ark.

Improving Saint Francis and L'Anguille rivers, Arkansas: For maintenance, twelve thousand dollars.



Improving Obion and Forked Deer rivers, Tennessee: For maintenance, three thousand dollars.

Obion and Forked Deer rivers, Tenn.  
Cumberland River.  
Below Nashville, survey, etc.

Improving Cumberland River, Tennessee and Kentucky, below Nashville: The Secretary of War may cause a survey to be made with a view to the improvement by locks and dams of that portion of the river heretofore surveyed in which no locks and dams have been constructed.

Improving Cumberland River, Tennessee, above Nashville, in accordance with the report of the Board of Engineers made in House Document Numbered Six hundred and ninety-nine, Fifty-ninth Congress, first session: Continuing improvement of Locks and Dams Numbered Three, Four, Five, Six, and Seven, one hundred and fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of said project as recommended to an amount not exceeding in the aggregate four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Above Nashville.

*Proviso.*  
Contracts.

Improving Caney Fork River, Tennessee: For maintenance, three thousand dollars.

Caney Fork River, Tenn.

Improving Tennessee River, Tennessee, above Chattanooga: Continuing improvement and for maintenance, one hundred and five thousand dollars, of which amount one thousand dollars may, in the discretion of the Secretary of War, be expended for maintenance in the Little Tennessee River.

Tennessee River.  
Above Chattanooga, Tenn.

Improving Tennessee River, Tennessee and Alabama, from Chattanooga, Tennessee, to Riverton, Alabama: Continuing improvement by open-channel work to secure a depth of five feet at low water, in accordance with the project submitted in House Document Numbered Fifty, Fifty-seventh Congress, first session, two hundred and five thousand dollars, of which amount fifteen thousand dollars may, if required, be expended in that portion between Hobbs Island and Guntersville.

Chattanooga to Riverton, Ala.

Improving Tennessee River at Hales bar, Tennessee: Completing improvement, sixty-two thousand nine hundred and seventy dollars.

Hales bar, Tenn.

Improving Tennessee River at Colbert and Bee Tree shoals, Alabama: Continuing improvement, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of said project, to an amount not exceeding two hundred and thirteen thousand dollars, exclusive of the amounts herein and heretofore appropriated or authorized. And the Secretary of War may appoint a Board of Engineers whose duty it shall be to examine the present condition of the United States canal and the Tennessee River from the head of Elk River Shoals to the Florence Railway bridge in the State of Alabama, with a view to permitting the improvement of the above-described stretch of said river

Colbert and Bee Tree shoals, Ala.  
*Proviso.*  
Contract.

Board to examine conditions, etc.

- by private or corporate agency in conjunction with the development of water power by means of not more than three locks and dams; and the said Board may examine any plans presented by such agency and shall report whether the same, if constructed, can, without injury to navigation, or with advantage thereto, be used to develop water power, and what portion, if any, of the expense of the work should be borne by the United States; and such Board shall report its findings not later than the first Monday in December, nineteen hundred and seven, and until such Board shall make its report and action shall be taken thereon by Congress no permits shall be issued under the provisions of the Act approved March sixth, nineteen hundred and six, entitled "An Act to authorize the construction of dams and power stations on the Tennessee River at Muscle Shoals, Alabama."
- Report.** Improving Tennessee River, Tennessee and Kentucky, below Riverton: Continuing improvement and for maintenance, forty thousand dollars.
- Muscle Shoals, permits withheld.** Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement and for maintenance, two thousand dollars.
- Vol. 34, p. 52. Ante, p. 1142.** Improving Clinch, Hiwassee, and Holston rivers, Tennessee: Completing improvement and for maintenance, fifty-six thousand six hundred and twenty-five dollars.
- Below Riverton.** Kentucky River, Kentucky: Continuing improvement by the construction of Locks and Dams Numbered Twelve and Thirteen, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete the work of constructing said locks and dams, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and twenty thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized.
- Proviso. Contracts.** Improving harbor at Port Clinton, Ohio: For maintenance, three thousand dollars.
- Port Clinton, Ohio.** Improving harbor at Sandusky, Ohio: Continuing improvement and for maintenance, one hundred and twenty-five thousand dollars: *Provided*, That there shall be restored to the adopted project, and shall form a part of it, the rock dredging omitted from the said project in the river and harbor Act approved March third, nineteen hundred and five.
- Sandusky, Ohio.** Improving harbor at Huron, Ohio: For maintenance, sixteen thousand dollars.
- Proviso. Rock dredging restored.** Improving harbor at Vermilion, Ohio: For maintenance, fifteen thousand dollars.
- Vol. 33, p. 1134. Ante, p. 1104.** Improving harbor at Lorain, Ohio, thirty thousand dollars, of which amount not to exceed fifteen thousand dollars may be expended for dredging on the easterly side of Black River from the inner end of the easterly Government pier to East Erie Avenue Bridge.

Improving harbor at Cleveland, Ohio: Continuing improvement and for maintenance, two hundred and twenty-three thousand dollars, of which amount ninety-eight thousand dollars may be expended for wharf room for the storage of material and plant or other Government property, in accordance with the recommendation contained in the report submitted in House Document Numbered Two hundred and seventy, Fifty-ninth Congress, second session: *Provided*, That no part of said sum of ninety-eight thousand dollars shall be expended for such wharf room unless terms can be made with the Cleveland Yacht Club in accordance with the recommendations of the Board of Engineers for Rivers and Harbors as set forth in said document: *Provided further*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the prosecution of the project submitted in House Document Numbered One hundred and eighteen, Fifty-sixth Congress, second session, and heretofore adopted, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding nine hundred thousand dollars in addition to the amounts heretofore appropriated or authorized.

Cleveland,  
Ohio.Proviso.  
Condition on  
wharf room.

Contracts.

Improving harbor at Fairport, Ohio: Continuing improvement and for maintenance, one hundred thousand dollars.

Fairport,  
Ohio.

Improving harbor at Ashtabula, Ohio: For maintenance, twenty thousand dollars.

Ashtabula,  
Ohio.

Improving harbor at Conneaut, Ohio: For maintenance, twenty thousand dollars.

Conneaut,  
Ohio.

Improving Muskingum River, Ohio: Completing improvement by the construction of Lock and Dam Numbered Eleven, forty-eight thousand dollars.

Muskingum  
River, Ohio.

Improving Ohio River: General improvement, four hundred and fifty thousand dollars: *Provided*, That so much of this amount as may be necessary may, in the discretion of the Secretary of War, be expended in the construction of a dredging plant.

Ohio River.  
General im-  
provement.  
Proviso.Dredging  
plant.

Improving Ohio River, in the State of Pennsylvania, by the lowering of the sill of Lock Numbered Six, so as to give a navigable passageway of nine feet through said lock, seventy thousand dollars.

Lock No. 6,  
Pa.

Improving Lock and Dam Numbered Eight in Ohio River, in the States of Ohio and West Virginia, two hundred and fifty-one thousand eight hundred and forty-five dollars; and the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars in excess of the amounts herein and heretofore appropriated or heretofore authorized: *Provided*, That the said lock and dam shall be constructed with a view to a navigable depth of nine feet.

Lock and  
Dam No. 8.

Contracts.

Proviso.

Depth.

Lock and  
Dam No. 11.

Contracts.

Proviso.

Depth.

Locks and  
Dams Nos. 13  
and 18.

Provisos.  
Contracts.

Depth.

Lock and  
Dam No. 26.

Repeal of  
amount for  
Nos. 19 and 26.  
Vol. 33, p.  
1136.  
*Ante*, p. 1106.

Provisos.  
Contracts.

Depth.

Lock and  
Dam No. 19.

Lock and  
Dam No. 37.

Contracts.

Improving Lock and Dam Numbered Eleven in the States of Ohio and West Virginia, one hundred and ninety-eight thousand three hundred and forty-three dollars; and the Secretary of War may enter into a contract or contracts for such materials and work as are necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars in excess of the amounts herein and heretofore appropriated or heretofore authorized: *Provided*, That the said lock and dam shall be constructed with a view to a navigable depth of nine feet.

Improving Locks and Dams Numbered Thirteen and Eighteen on Ohio River in the States of Ohio and West Virginia: Continuing improvement, one hundred and seventy-four thousand seven hundred and seventy-eight dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the completion of each of said locks and dams, making separate contracts for said locks and dams, if desirable, to be paid for as appropriations may from time to time be made by law, to an amount not to exceed in the aggregate four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized: *Provided*, That the said locks and dams shall be constructed with a view to a navigable depth of nine feet.

Improving Lock and Dam Numbered Twenty-six in the Ohio River, in the States of Ohio and West Virginia, one hundred thousand dollars, and the provisions of the river and harbor Act approved March third, nineteen hundred and five, appropriating one hundred and thirty-five thousand dollars in the aggregate for Locks and Dams Numbered Nineteen and Twenty-six are hereby repealed, and the said amount is made available for the construction of said Lock and Dam Numbered Twenty-six: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said lock and dam, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate nine hundred and sixty-five thousand dollars, in addition to the amounts herein appropriated or made available: *Provided*, That said lock and dam shall be constructed with a view to a navigable depth of nine feet.

Improving Lock and Dam Numbered Nineteen in the Ohio River, in the States of Ohio and West Virginia, two hundred thousand dollars.

Improving Lock and Dam Numbered Thirty-seven, in the States of Ohio and Kentucky: The Secretary of War is authorized to enter into a contract or contracts for such materials and work as may be necessary for the completion of said lock and dam, to be paid for as appropriations may from time to time be made by law, to an

amount not exceeding one hundred thousand dollars in excess of the amounts herein and heretofore appropriated or heretofore authorized: *Provided*, That the said lock and dam shall be constructed with a view to a navigable depth of nine feet.

*Proviso.*

Depth.

Improving the Ohio River at Louisville, Kentucky: By raising the dam so as to give a minimum depth of nine feet upstream to Madison, Indiana, and a minimum depth of six feet on the lower miter sill at Lock Numbered One, Kentucky River, two hundred and seventy-one thousand dollars.

Louisville,  
Ky. Raising dam.

Improving the Ohio River at Louisville, Kentucky: By the removal of rocks in the channel of said river near to the falls, forty-three thousand dollars.

Removing  
rocks.

Improving the great Miami embankment of Ohio River east of Lawrenceburg, Indiana; repairing damage caused by the recent flood of the Ohio River and tributaries, twenty thousand dollars, if such repair shall be directly and necessarily required in the interest of navigation.

Miami embankment.

Improving harbor at Ontonagon, Michigan: Continuing improvement and for maintenance, five thousand dollars.

Ontonagon,  
Mich.

Improving harbor at Marquette, Michigan: Continuing improvement and for maintenance, thirty thousand dollars.

Marquette,  
Mich.

Improving harbor at Grand Marais, Michigan, harbor of refuge: Continuing improvement and for maintenance, thirty thousand dollars.

Grand Marais,  
Mich.

Improving Manistique Harbor, Michigan: Continuing improvement and for maintenance, twenty-five thousand dollars, to be expended by the Secretary of War upon the present project or any modification thereof.

Manistique,  
Mich.

Improving Menominee Harbor and River, Michigan and Wisconsin: For maintenance, five thousand dollars.

Menominee  
River and Har-  
bor, Mich. and  
Wis.

Improving harbor at Saint Joseph and Saint Joseph River, Michigan: For maintenance, sixteen thousand dollars.

St. Joseph  
Harbor and  
River, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement and for maintenance, forty thousand dollars; and the Secretary of War is authorized to expend any portion of this sum or of the sums heretofore appropriated upon the work of improvement where dock lines have already been established and suitable bulkheads built, but no portion of this or other appropriations shall be used (except for the maintenance of existing channels) where proper dock lines have not been established and suitable bulkheads built along these lines by the city of South Haven or by the riparian owners and the property lying on the channel side of these dock lines shall have been deeded to the United States free of cost, pursuant to the plan of improvement heretofore adopted.

South Haven,  
Mich.

Improving Saugatuck Harbor and Kalamazoo River, Michigan: Continuing improvement and for maintenance,

Saugatuck,  
and Kalamazoo  
River, Mich.

nance, seventy-five thousand dollars; and the Secretary of War is authorized to maintain a harbor channel of sufficient depth to allow the free use of the Government dredge Gillespie.

Holland, Mich. Improving Holland Harbor, Michigan: Completing improvement and for maintenance, one hundred and thirty-eight thousand four hundred and fifty-two dollars.

Grand Haven, Mich. Improving Grand Haven Harbor, Michigan: Continuing improvement and for maintenance, fifty thousand dollars.

Muskegon, Mich. Improving harbor at Muskegon, Michigan: Continuing improvement and for maintenance, seventy-five thousand dollars.

Pentwater and White Lake, Mich. Improving harbor at Pentwater and White Lake, Michigan: For maintenance, twenty thousand dollars; and the Secretary of War is authorized to dredge the channel at Pentwater to the depth of sixteen feet and to dredge the channel at White Lake to sufficient depth to allow the free use of the Government dredge Gillespie.

Ludington, Mich. For maintaining and improving the harbor at Ludington, Michigan, in accordance with the report submitted in House Document Numbered Sixty-two, Fifty-ninth Congress, first session, one hundred thousand dollars:

*Proviso. Contracts.* *Provided*, That the Secretary of War may enter into a contract or contracts for such material and work as may be necessary to complete said improvement according to the plan proposed in said House document, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and thirty-nine thousand and eighty-seven dollars, exclusive of the amounts herein and heretofore appropriated.

Manistee, Mich. Improving harbor at Manistee, Michigan: For maintenance and improvement in accordance with the report submitted in House Document Numbered Five hundred and eleven, Fifty-ninth Congress, first session, twenty-five thousand dollars.

Portage Lake, Mich. Improving harbor of refuge at Portage Lake, Manistee County, Michigan: For maintenance, ten thousand dollars.

Arcadia, Mich. Improving harbor at Arcadia, Michigan: For maintenance, six thousand dollars.

Frankfort, Mich. Improving harbor at Frankfort, Michigan: Continuing improvement and for maintenance, twenty thousand dollars.

Charlevoix and Pine Lake, Mich. Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement and for maintenance, twenty thousand dollars.

Petoskey, Mich. Improving harbor at Petoskey, Michigan: Continuing improvement and for maintenance, seventeen thousand five hundred dollars.

Cheboygan, Mich. Improving harbor at Cheboygan, Michigan: Completing improvement and for maintenance in accordance with the report submitted in House Document Numbered Five hundred and thirty-seven, Fifty-ninth Congress, first session, fifteen thousand dollars.

Improving Alpena (Thunder Bay River) Harbor, Alpena, Mich.  
Michigan: For maintenance, four thousand dollars.

Improving harbor of refuge at Harbor Beach, Michi- Harbor Beach,  
gan: Continuing improvement and for maintenance, one Mich.  
hundred and fifty thousand dollars.

Improving Grand River, Michigan: Continuing im- Grand River,  
provement and for maintenance, eighty-eight thousand Mich.  
dollars. And the Secretary of War may cause an ex- Examination  
amination of the river to be made by a board of engineer of floods.  
officers with a view to the regulation of the floods in the  
interest of navigation.

Improving Saginaw River, Michigan: Continuing im- Saginaw Riv-  
provement and for maintenance, seventy-five thousand er, Mich.  
dollars.

Improving Sebewaing River, Michigan: For mainte- Sebewaing  
nance, two thousand dollars. River, Mich.

Improving mouth of Black River, Rouge River, and Black and  
Monroe Harbor, Michigan: Continuing improvement and Rouge rivers,  
for maintenance, twelve thousand dollars, of which and Monroe,  
amount six thousand five hundred and seventy-five dol- Mich.  
lars may be expended for the completion and mainte-  
nance of the project for Rouge River in accordance with  
report submitted in House Document Numbered Two  
hundred and eighty-nine, Fifty-ninth Congress, first ses-  
sion.

Improving Black River at Port Huron, Michigan: Port Huron,  
Continuing improvement and for maintenance, six thou- Mich.  
sand dollars.

Improving Clinton River, Michigan: For maintenance, Clinton Riv-  
two thousand five hundred dollars. er, Mich.

Improving Detroit River: Continuing improvement Detroit Riv-  
and for maintenance, one hundred and fifty thousand er, Mich.  
dollars: *Provided*, That the Secretary of War may enter  
into a contract or contracts for such materials and work  
as may be necessary to prosecute said improvement, to be  
paid for as appropriations may from time to time be  
made by law, not to exceed in the aggregate one hundred  
and fifty thousand dollars, exclusive of the amounts  
herein and heretofore appropriated. *Proviso.*  
*Contracts.*

Improving Detroit River in accordance with plan "B," Plan "B."  
as set forth in House Document Numbered Two hundred  
and sixty-six, Fifty-ninth Congress, second session, two  
million dollars: *Provided*, That the Secretary of War  
may enter into a contract or contracts for such material  
and work as may be necessary to complete said project, to  
be paid for as appropriations may from time to time be  
made by law, not to exceed in the aggregate four million  
six hundred and seventy thousand nine hundred and fifty  
dollars, exclusive of the amounts herein appropriated. *Proviso.*  
*Contracts.*

Improving Saint Marys River at the Falls, Michigan: St. Marys  
For the construction of a new lock, with a separate canal, River, Mich.  
in accordance with plan "Three," set forth in House Doc- New lock,  
ument Numbered Three hundred and thirty-three, Fifty- etc.  
ninth Congress, second session, one million two hundred

- Proviso.*  
Contracts. thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary for the construction of said lock and canal, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five million dollars, exclusive of the amounts herein and heretofore appropriated or heretofore authorized.
- Immediate progress. *And it is further provided*, That the work of improvement shall proceed without delay by reason of conflicting or other claims of title or interests and without prejudice to any pending litigation in reference thereto.
- Acquiring necessary lands. And all lands and waters north of the present Saint Marys Falls ship canal throughout its length, and lying between said ship canal and the international boundary line, needed in connection with the execution of this project, or any project heretofore adopted by Congress, for improving Saint Marys River at the falls, aside from any lands owned by the United States, all of which are hereby made available for said project, shall be acquired in the following manner, and under the following conditions:
- Purchase. The Secretary of War may, in his discretion, enter into negotiations with any persons or corporations claiming title to any portion of the land or waters required for the construction of the said canal, and may acquire title to such portions of such river or lands as may be required for its construction and operation, but any agreement made by him shall be without prejudice to any claim of title by the United States and without the grant of any rights or privileges in said river or lands therein which shall create a right to compensation in case any further portion of said river or said lands therein between the canal herein provided for and the international boundary line shall be hereafter required for purposes of navigation.
- If such lands and waters can not be obtained in the manner and under the conditions above set forth the same shall be acquired as follows:
- Condemnation proceedings. The Secretary of War may cause proceedings in condemnation to be prosecuted under existing law, or a copy of the said plan numbered three, on a large scale, shall be prepared and exhibited in the office of the United States engineer at Sault Sainte Marie, and the Attorney-General shall proceed to ascertain the owners or claimants of the premises embraced therein, and shall cause to be published for the space of thirty days, in one or more daily newspapers in the city of Sault Sainte Marie, that the same has been taken for the uses mentioned in this Act, and notifying all claimants to any portion of said premises to file, within its period of publication, in the Department of Justice, a description of the tract or parcel claimed and a statement of its value as estimated by the claimant. On application of the Attorney-General, the presiding judge of the circuit court of appeals of the United States for the sixth circuit shall appoint three
- Advertisement. .
- Appointment of appraisers.



persons, not in the employ of the Government or related to or in any manner connected with the claimants, to act as appraisers, whose duty it shall be, upon receiving from the Attorney-General a description of any tract or parcel, the ownership of which is claimed separately, to fairly and justly value the same, and report such valuation to the Attorney-General, who thereupon shall, upon being satisfied as to the title of the same, cause to be offered to the owner or owners the amount fixed by the appraisers as the value thereof; and if the offer be accepted, then, upon the execution of a deed to the United States in form satisfactory to the Attorney-General, the Secretary of War shall pay the amount to such owner or owners from the appropriation made therefor in this Act.

Report.

Payment to owner.

In making the valuation the appraisers shall only consider the present value of the land or property acquired without reference to its value for the uses for which it is taken under the provisions of this Act.

Present value only to be considered.

The appraisers shall each receive for their services five dollars for each day's actual service in making the said appraisements.

Pay of appraisers.

Any person or corporation having any estate or interest in the premises, who shall for any reason not have been tendered payment therefor as above provided, or who shall decline to accept the amount tendered therefor, may, at any time within one year from the publication of notice by the Attorney-General as above provided, file a petition in the Court of Claims of the United States setting forth his right or title and the amount claimed by him as damages for the property taken; and the court shall hear and adjudicate such claims in the same manner as other claims against the United States are now by law directed to be heard and adjudicated therein: *Provided*, That the court shall make such special rules in respect to such cases as shall secure their hearing and adjudication with the least possible delay.

Court of Claims to adjudicate damages, etc.

Proviso. Advance of cases.

Judgments in favor of such claimants shall be paid as other judgments of said court are now directed to be paid; and any claimant to whom a tender shall have been made, as hereinbefore authorized, and who shall decline to accept the same, shall, unless he recover an amount greater than so tendered, be taxed with the entire cost of the proceeding. All claims on account of ownership of any interest in said premises shall, unless petition for the recovery thereof be filed within one year from the date of the first publication of notice by the Attorney-General as above directed, be forever barred: *Provided*, That owners or claimants laboring under any of the disabilities defined in the statute of limitations of the State of Michigan may file a petition at any time within one year from the removal of the disability. Upon the publication of the notice, as above directed, the Secretary of War may take possession of the premises embraced in said plan numbered three, and proceed with the construction herein

Judgments.

Costs.

Limit of actions.

Proviso. Disabilities of owners.

Construction to proceed on publication of notice.

Title to vest in the United States.	<p>authorized; and upon payment being made therefor, or without payment, upon the expiration of the time as above limited, without filing the petition, absolute title to the premises shall vest in the United States, and no permits shall be granted by the Secretary of War or other official of the United States granting the right to occupy any portion of the land or waters of Saint Marys River in the locality for said ship canal herein provided for, or between the same and the international boundary line except upon the express condition, accepted by the grantee therein, to the effect that the erection of structures or the utilization of water power shall create no rights against the United States in case the whole or any part of the said river or the lands therein is required for the purposes of navigation, and further, that such structures or rights so granted shall be surrendered to the United States without cost when so required for purposes of navigation aforesaid, and any and all rights under any permits or licenses heretofore granted shall be deemed to be revoked unless such permits or licenses are reissued upon the terms that further improvements and expenditures shall entitle the licensee to no greater consideration than such licensees are now entitled to, if any; but nothing herein contained shall be held to imply that any right now exists to compensation on account of expenditures made or alleged claims under licenses heretofore granted.</p>
Permits.	
Conditions, etc.	
Michigan-Lake Superior Power Company. Vol. 32, p. 361. <i>Ante</i> , p. 991.	<p>The Secretary of War may acquire lands for the location of remedial or compensating works to the extent required to enable the Michigan-Lake Superior Power Company to comply with the provisions of the river and harbor Act of nineteen hundred and two, but such lands, if so acquired, shall be obtained without expense to the United States.</p>
Kenosha, Wis.	<p>Improving harbor at Kenosha, Wisconsin: For maintenance and for improving said harbor in accordance with the report submitted in House Document Numbered Sixty-two, Fifty-ninth Congress, first session, twenty-two thousand dollars.</p>
Racine, Wis.	<p>Improving harbor at Racine, Wisconsin: For maintenance and for improving said harbor in accordance with the report submitted in House Document Numbered Sixty-two, Fifty-ninth Congress, first session, fifty thousand dollars.</p>
Milwaukee, Wis.	<p>Improving harbor at Milwaukee, Wisconsin, including harbor of refuge: Continuing improvement and for maintenance, including an extension of one thousand feet to and the repair and rebuilding of the breakwater belonging to the harbor of refuge, and the rebuilding of the south pier of the harbor entrance, two hundred thousand dollars: <i>Provided</i>, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and</p>
<i>Proviso. Contracts.</i>	

ninety-two thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Improving harbor at Sheboygan, Wisconsin: For maintenance and for improving said harbor in accordance with the report submitted in House Document Numbered Sixty-two, Fifty-ninth Congress, first session, forty thousand dollars.

Sheboygan,  
Wis.

Improving harbor at Manitowoc, Wisconsin: For maintenance and for improving said harbor in accordance with the report submitted in House Document Numbered Sixty-two, Fifty-ninth Congress, first session, as modified by the Board of Engineers for Rivers and Harbors, one hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and seventy-six thousand dollars, exclusive of the amounts herein or heretofore appropriated; and the unexpended balance of appropriations heretofore made for said harbor is hereby authorized to be expended in said improvement.

Manitowoc,  
Wis.

*Proviso.*  
Contracts.

Improving harbor at Two Rivers, Wisconsin: For maintenance and for improving said harbor in accordance with plan "A" of the report submitted in House Document Numbered Seven hundred and thirty, Fifty-ninth Congress, first session, as modified so as to provide for the construction of the north stilling basin and the creation of a sixteen-foot channel, ninety thousand dollars: *Provided*, That no part of said amount shall be expended for the construction of said stilling basin until the title to the land required for said stilling basin shall have been properly and legally conveyed to the United States Government.

Two Rivers,  
Wis.

*Proviso.*  
Condition.

Improving harbor at Kewaunee, Wisconsin: For maintenance, five thousand dollars.

Kewaunee,  
Wis.

Improving harbor at Algoma (Ahnapee), Wisconsin: For maintenance, three thousand dollars.

Algoma, Wis.  
Maintenance.

Improving harbor at Algoma (Ahnapee), Wisconsin, by the construction of an outer harbor with a depth of sixteen feet of water, forty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Outer harbor.

*Proviso.*  
Contracts.

Improving Sturgeon Bay and Lake Michigan Ship Canal, and harbor of refuge connected therewith; of the amount appropriated for this improvement in the Act approved March third, nineteen hundred and five, twenty thousand dollars, or so much thereof as may be necessary, may be expended by the Secretary of War for the maintenance of said canal and harbor of refuge, including

Sturgeon Bay  
and Lake  
Michigan Ship  
Canal.  
Vol. 33, p.  
1139.  
*Ante*, p. 1110.

dredging near Hills Point. And the Secretary of War is hereby authorized and directed to complete said improvement by dredging and by widening the canal in the vicinity of the bridge across said canal at the city of Sturgeon Bay.

Green Bay, Wis. Improving harbor at Green Bay, Wisconsin: For maintenance, five thousand dollars.

Ashland, Wis. Improving harbor at Ashland, Wisconsin: Continuing improvement and for maintenance, ninety thousand dollars.

Port Wing, Wis. Improving harbor at Port Wing, Wisconsin: Continuing improvement and for maintenance, two thousand dollars.

Fox River, etc., Wis. Improving Fox River, Wisconsin: Continuing improvement and for maintenance, including the maintenance of the harbors at Stockbridge, Calumet, and Fond du Lac, on Lake Winnebago, thirty-five thousand dollars, of which amount five thousand dollars, or so much thereof as may be necessary, shall be used for dredging and otherwise improving the harbor at Brothertown, on the east shore of Lake Winnebago, Wisconsin.

St. Croix River, Minn. and Wis. Improving Saint Croix River, Minnesota and Wisconsin: For maintenance, four thousand dollars.

Grand Marais, Minn. Improving harbor at Grand Marais, Minnesota: For maintenance, five thousand dollars.

Agate Bay, Minn. Improving harbor at Agate Bay, Minnesota: For maintenance, four thousand dollars.

Duluth, Minn., and Superior, Wis. Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: Continuing improvement and for maintenance, including additional dredging near the draw span of the Northern Pacific Railroad bridge, seven hundred and twenty-five thousand dollars, of which amount three hundred thousand dollars shall be expended upon the Superior Entry, the plan of which the Secretary of War may modify and enlarge in accordance with the report submitted in House Document Numbered Eighty-two, Fifty-ninth Congress, second session, and the Secretary

Reexamination, etc. of War may appoint a board to make a reexamination and survey of the Duluth Harbor and entrance thereto with a view to ascertaining the best method for improving the same, either by the extension of the existing piers, the widening of the channel, the construction of one or more breakwaters, and the enlargement of the inner basin in the interests of commerce, and in order to afford a safer entrance to said harbor in times of storm, and better protection to shipping and property within said harbor; also with a view to ascertaining the advisability of constructing a new entrance to the Duluth Harbor basin of a width suitable for the needs of commerce, not exceeding one thousand feet, and the protection of the same by either an outer or inner breakwater, or both, such new entrance to be located southward from the present Duluth entrance and so as to cause the least practicable interference with the waters of the Saint Louis River, together

with the probable effect of such entrance upon the property within said harbor.

Improving Minnesota River, Minnesota: For maintenance, two thousand dollars. Minnesota River, Minn.

Improving Red River of the North, Minnesota and North Dakota: For maintenance, fifteen thousand dollars. Red River of the North, Minn. and N. Dak.

Improving harbor at Michigan City, Indiana: Continuing improvement and for maintenance, sixty thousand dollars. Michigan City, Ind.

Improving harbor at Waukegan, Illinois: Continuing improvement and for maintenance, fifty thousand dollars. III. Waukegan,

Improving Chicago Harbor, Illinois: Continuing improvement and for maintenance, two hundred and fifty thousand dollars. Chicago, Ill.

Improving harbor at Calumet, Illinois: For maintenance, twenty thousand dollars. Calumet, Ill.

Improving Chicago River, Illinois: Continuing improvement and for maintenance, three hundred thousand dollars. Chicago River, Ill.

Improving Calumet River, Illinois and Indiana: Completing improvement and for maintenance, one hundred and ninety-one thousand five hundred dollars: *Provided*, Calumet River, Ind. and Ill.

That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and seventy thousand dollars, exclusive of the amounts herein or heretofore appropriated. Proviso. Contracts.

Improving Illinois River, Illinois: Continuing improvement and for maintenance, fifty thousand dollars, of Illinois River, Ill.

which amount such portion as may be necessary may be expended for snagging and maintenance: *Provided*, That the annual appropriation for operating snag boats on the upper Mississippi River, made by section seven of the Act of August eleventh, eighteen hundred and eighty-eight, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," is hereby made available for similar purposes on the Illinois River, from its mouth to Copperas Creek. Proviso. Snag boats. Vol. 25, pp. 420, 424. Ante, pp. 510, 516.

Improving Illinois River, Illinois, from Copperas Creek to La Salle, by dredging and other improvement, fifty thousand dollars. Copperas Creek to La Salle.

FOX RIVER, ILLINOIS: Permission is hereby given to the Fox River Navigable Water-Way Association to construct a dam across said river at or about fourteen thousand six hundred feet below the highway bridge at McHenry, in McHenry County, Illinois: *Providing, however*, That the right is hereby reserved to alter, change, amend, or repeal this provision at the pleasure of Congress: *And providing further*, That nothing contained in this paragraph shall be construed as relieving the Fox River Navigable Water- Fox River, Ill. Dam authorized across, in McHenry County.

*Provisos.* Amendment. Damages.

Way Association from liability for any damage inflicted upon private property by reason of the construction of the dam as aforesaid.

Former permission for dam revoked.

Vol. 32, p. 364.

*Ante*, p. 995.

The permission granted to the Fox River Navigable Water-Way Association under river and harbor Act approved June thirteenth, nineteen hundred and two, to construct a dam across said river in the northwest quarter of section thirty-six, in township forty-five, in range eight, east of the third principal meridian, same being about three thousand feet below the highway bridge at McHenry, in McHenry County, Illinois, is hereby repealed.

Rock River,

Ill.

Dam authorized across, at Sterling.

*Provisos.*  
Approval of location, etc.

Navigation not to be obstructed.

Condition.

The Secretary of War is authorized to permit the Sterling Hydraulic Company, of Sterling, Illinois, to erect, own, and operate a power station in connection with the dam built or to be built by the United States in Rock River at or near Sterling, Illinois, in connection with the construction of the Illinois and Mississippi Canal: *Provided*, That the location and plans of said power station shall be subject to the approval of the Secretary of War: *Provided further*, That the navigation of Rock River and of the Illinois and Mississippi Canal and the operation and maintenance of said dam shall be in no way obstructed thereby: *And provided further*, That prior to the issue of said permit the Sterling Hydraulic Company shall waive any and all claims that it may have against the United States by reason of the construction, operation, and maintenance of the Illinois and Mississippi Canal, except such claims as it may have for the abstraction from Rock River of more than three hundred cubic feet of water per second when the flow of Rock River immediately above is less than one thousand cubic feet of water per second.

Mississippi River Commission.

Head of Passes to mouth of Ohio. Expenses, etc.

*Provisos.*  
Additional contracts.

Improving Mississippi River, from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, official, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, three million dollars, which shall be expended under the direction of the Secretary of War in accordance with the plans, specifications and recommendations of the Mississippi River Commission as approved by the Chief of Engineers for the general improvement of the river, for the building of levees between the Head of the Passes and Cape Girardeau, Missouri, and for surveys, including the survey from the Head of the Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this Act the Secretary of War may enter into additional contracts for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six million

dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the authorized sum last named shall be used in prosecuting the improvement for not less than three years, beginning July first, nineteen hundred and eight, the work thus done each year to cost approximately two million dollars: *And provided further*, That the money hereby appropriated and authorized to be expended, in pursuance of contracts or otherwise, or so much thereof as may be necessary, shall be expended in the construction of suitable and necessary dredge boats and other devices and appliances and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Cairo down not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year, except when navigation is closed by ice: *And provided further*, That the water courses connected with said river, and the harbors upon it, now under the control of the Mississippi River Commission and under improvement, may, in the discretion of said Commission, upon approval by the Chief of Engineers, receive allotments for improvements now under way or hereafter to be undertaken, to be paid for from the amounts herein appropriated or authorized.

Annual allotment.

Dredgeboats, etc.

Channel below Cairo.

Allotments for improvements.

Improving the Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: Continuing improvement, two hundred and fifty thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute the improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and fifty thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the authorized sum last named shall be used in prosecuting the improvement for not less than three years, beginning July first, nineteen hundred and eight, the work thus done each year to cost approximately two hundred and fifty thousand dollars: *And provided further*, That the sums herein appropriated and authorized shall be expended in the operation and maintenance of the dredging plant already constructed and authorized for the improvement, and in temporary expedients of channel regulation connected with such operation, and in the maintenance and repair of the permanent works already constructed, except that such portion of the authorized annual expenditure as shall not be necessary for the accomplishment of the above-named purposes may be expended in the construction of permanent works of channel regulation.

Mississippi River. Mouth of Ohio to the Missouri. Provisos. Contracts.

Annual allotment.

Dredging plant, etc.

The Secretary of War may appoint a board of five members, to be composed of three members of the Mississippi River Commission, one of whom shall be the president of such commission, and two engineer officers of the

Board to examine and report on 14-foot channel, St. Louis to mouth of river.

Scope.

United States Army, to examine the Mississippi River below Saint Louis and report to Congress, at the earliest date by which a thorough examination can be made, upon the practicability and desirability of constructing and maintaining a navigable channel fourteen feet deep and of suitable width from Saint Louis to the mouth of the river, either by the improvement of said river or by a canal or canals for part of said route. In its report the board shall cover the probable cost of such improvement, the probable cost of maintenance, and the present and prospective commerce of said waterway, both local and general, upstream as well as downstream, and the said board may consider in connection with the examination herein provided for, the survey of a proposed waterway from Chicago to Saint Louis, heretofore reported; it shall also report whether other plans of improvement can be devised by which the probable demands of traffic, present and prospective, can be adequately met, and the sum of one hundred and ninety thousand dollars, or so much thereof as may be necessary, is hereby appropriated for the making of such survey, of which amount only one hundred thousand dollars shall be available, unless in presenting a plan for such waterway it shall be necessary, in the judgment of said board, to make a survey for a lateral canal or canals; and the force, plant, and records of the Mississippi River Commission shall be available for the use of said board in making said examination; and said board shall also at the earliest date practicable report upon the following:

Subjects of report.

First. What depth of channel is it practicable to produce between Saint Louis and Cairo at low water by means of regulation works.

Second. What depth will obtain in such regulated channel at the average stage of water for the year.

Third. For what average number of days annually will fourteen feet of water obtain in such regulated channel.

Fourth. What increase of depth will be obtained over the natural flow of water in such regulated channel by an added volume of ten thousand cubic feet per second; also fourteen thousand cubic feet per second.

Fifth. And the board shall consider further the practicability of producing at all seasons of the year a depth of fourteen feet in such regulated channel by the aid of locks and dams similar to those projected and in use on the Ohio River improvement.

Sixth. And the said Board shall also report upon any water power which may be created in the portion herein directed to be surveyed, as well as in the proposed waterway from Saint Louis to Chicago heretofore surveyed, and the value thereof, and what means should be taken in order that the Government of the United States may conserve the same or receive adequate compensation therefor, and upon any lands which may be drained by



the construction of either of said proposed waterways, and shall also report what steps, if any, shall be taken to cause the cost of the improvement to be defrayed, in whole or part, by means of such water power or lands.

Mouth of  
Missouri to  
Minneapolis,  
Minn.  
Provisos.  
Contracts.

Improving the Mississippi River from the mouth of the Missouri River to Minneapolis, Minnesota: Continuing improvement, five hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute the said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million five hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated: *Provided further*, That the authorized sum last named shall be used in prosecuting the improvement for not less than three years beginning July first, nineteen hundred and eight, the work thus done each year to cost approximately five hundred thousand dollars; and the Secretary of War may prosecute this work in accordance with the report submitted in House Document Numbered Three hundred and forty-one, Fifty-ninth Congress, second session, for the purpose of ultimately securing and maintaining a depth of channel of six feet: *And provided further*, That of the sums herein appropriated and authorized for this improvement a portion not to exceed fifty thousand dollars may, in the discretion of the Secretary of War, be expended annually for the first two years for dredging for the benefit of through navigation in harbors and at landing places, giving preference to localities in which the communities interested shall thereafter maintain such dredging without cost to the United States.

Annual allot-  
ments.

Dredging.

Sandy Lake  
reservoir dam,  
Minn.

For reconstruction of Sandy Lake reservoir dam, Minnesota, without a lock for steamboats, seventy-five thousand dollars.

Reservoirs.

For the construction of low reservoir dam at Gull Lake, Minnesota (project numbered one), and ditches between Gull Lake and Round Lake, and between Round Lake and Long Lake, Minnesota, seventy thousand dollars: *Provided*, That the land required for the construction of said Gull Lake dam and reservoir, together with any flowage rights which may be necessary, shall be ceded to the United States without charge.

Proviso.

Condition.

Osage River,  
Mo.

Improving Osage River, Missouri: Continuing improvement and for maintenance, seventy-eight thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work, as are necessary for the completion of said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred and sixty thousand dollars, in addition to the amounts herein and heretofore appropriated.

Gasconade  
River, Mo.

Improving Gasconade River, Missouri: Continuing improvement and for maintenance, ten thousand dollars.

Improving Missouri River from the mouth to Fort Benton: For maintenance, four hundred thousand dollars, of which amount one hundred and fifty thousand dollars may be expended between the mouth and Kansas City, one hundred and fifty thousand dollars between Kansas City and Sioux City, and one hundred thousand dollars between Sioux City and Fort Benton, one-half of which last amount shall be expended north of the forty-sixth parallel: *Provided*, That these amounts shall be applied in the first instance for the purpose of clearing the river of snags with a view to navigation, and no part of such amount shall be applied for revetment or the protection of banks of the stream unless such revetment or protection is directly and necessarily required for purposes of navigation: *Provided further*, That so much of the amount as is to be expended north of the forty-sixth parallel may be applied for improving the harbor at Bismarck, North Dakota, on the east side of the river below the Northern Pacific Railroad bridge: *Provided, further, also*, That the Secretary of War shall, as soon as practicable, cause a survey to be made to determine the necessity of continuing the improvement of the Missouri River at Saint Joseph, Missouri, to prevent a diversion of the waters of said river through Lake Contrary and other contiguous lakes, and to determine the effect of such diversion, with an estimate of the cost of the improvement, and shall also report whether the same is directly and necessarily required in the interest of navigation.

Missouri River.  
Mouth to Fort Benton.  
Allotment.

*Provisos.*  
Snagging,  
etc.

Bismarck,  
N. Dak.

Survey at St. Joseph, Mo.

Improving San Diego Harbor, California: For maintenance, twenty thousand dollars.

San Diego,  
Cal.

Improving Wilmington Harbor, California: Completing improvement, one hundred and thirteen thousand dollars.

Wilmington,  
Cal.

Improving San Luis Obispo Harbor, California: Continuing improvement, sixty-three thousand six hundred and sixty dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and labor as are necessary to complete the said projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

San Luis Obispo, Cal.

*Proviso.*  
Contracts.

Improving harbor at Oakland, California: Continuing improvement, sixty-eight thousand two hundred and three dollars: *Provided*, That the adopted project may be extended as recommended by the Board of Review on Rivers and Harbors in a report dated January eleventh, nineteen hundred and seven, so as to include the following work: Extension of South Jetty, five hundred feet; widening to five hundred feet the channel twenty-five feet deep from San Francisco Bay to Fallon street; deepening to twenty-five feet the channel three hundred feet wide from Fallon street to the tidal basin; deepening to seventeen feet the channel three hundred feet wide

Oakland, Cal.

*Provisos.*  
Extension of adopted project.

around the north side of the tidal basin to the tidal canal, and from the tidal canal along the Alameda shore to Tenth avenue, and any balance remaining of appropriations or authorizations heretofore made for the improvement of the harbor of Oakland, may be applied to the project as so extended: *Provided further*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said improvement as herein adopted, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred thousand dollars, in addition to the amounts herein and heretofore appropriated or authorized for said harbor.

Contracts,  
etc.

Improving Humboldt Harbor and Bay, California, in accordance with the report submitted in House Document Numbered Two hundred and twenty-eight, Fifty-ninth Congress, first session: Completing improvement, eighty-three thousand dollars.

Humboldt,  
Cal.

Improving San Joaquin River, California: For maintenance, thirty thousand dollars.

San Joaquin  
River, Cal.

The Secretary of War is authorized to enter into a contract or contracts for such materials and work as may be required for the completion of the Stockton and Mormon channels, California, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding fifty-six thousand and seventy-nine dollars, exclusive of the amounts heretofore appropriated or authorized.

Stockton and  
Mormon chan-  
nels, Cal.  
Contracts au-  
thorized.

Improving Mokelumne River, California: For maintenance, two thousand five hundred dollars.

Mokelumne  
River, Cal.

Improving Sacramento and Feather rivers, California: Continuing improvement and for maintenance, fifty thousand dollars.

Sacramento  
and Feather  
rivers, Cal.

Improving Petaluma Creek and Napa River, California, twenty-three thousand two hundred and thirty-nine dollars, of which amount fifteen thousand two hundred and thirty-nine dollars may be expended in completing the improvement of Petaluma Creek in accordance with the report submitted in House Document Numbered Three hundred and eighty-seven, Fifty-ninth Congress, first session.

Petaluma  
Creek and  
Napa River,  
Cal.

Improving Tillamook Bay and Bar, Oregon: For maintenance, ten thousand dollars.

Tillamook  
Bay and Bar,  
Oreg.

Improving Coquille River, Oregon: Continuing improvement and for maintenance, sixty thousand dollars.

Coquille Riv-  
er, Oreg.

Improving Coos River, Oregon: For maintenance, three thousand dollars.

Coos River,  
Oreg.

Improving Willamette River above Portland and Yamhill River, Oregon: Continuing improvement and for maintenance, sixty thousand dollars.

Willamette  
and Yamhill  
rivers, Oreg.

Improving the lower Willamette and Columbia rivers below Portland, Oregon: Continuing improvement, to be expended in the construction and operation of a dredge, three hundred thousand dollars.

Willamette  
and Columbia  
rivers.

Columbia River. Improving mouth.	Improving the mouth of Columbia River, Oregon and Washington: Continuing improvement, seven hundred and fifty thousand two hundred and forty-four dollars: <i>Provided</i> , That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million seven hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
<i>Proviso.</i> Contracts.	
The Dalles to Celilo Falls.	Improving the Columbia River between the foot of The Dalles Rapids and the head of Celilo Falls, Oregon and Washington: Continuing improvement, one hundred thousand dollars: <i>Provided</i> , That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate five hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.
<i>Proviso.</i> Contracts.	
And tributaries above Celilo Falls.	Improving the Columbia River and tributaries above Celilo Falls to the mouth of Snake River, Oregon and Washington: Continuing improvement, in accordance with the report submitted in House Document Numbered Four hundred and forty, Fifty-ninth Congress, second session, one hundred and twenty thousand dollars; and the Secretary of War is authorized and directed to use any additional moneys that may be placed at his disposal by the States of Oregon or Washington for the improvement of the Columbia River above Celilo Falls and the Snake River in accordance with the said report, and said Secretary is also authorized to use any Government plant available in connection therewith.
Use of money from States.	
Dredge for Oregon and Washington.	Construction of dredge for Oregon and Washington: For the construction of a dredge, to be used in the harbors and coast waters of Oregon and Washington and to be operated and maintained out of funds available for such harbors and coast waters, one hundred thousand dollars.
Upper Columbia and Snake rivers.	Improving Upper Columbia and Snake rivers, Oregon, Washington, and Idaho: Continuing improvement and for maintenance, ten thousand dollars, which may be expended in completing the improvement and for maintenance of the Snake River between Riparia and Lewiston, and between Lewiston and Pittsburg Landing.
Grays Harbor, Wash. North jetty.	Improving Grays Harbor and bar entrance, Washington: Continuing improvement by means of north jetty, in accordance with the report of the Board of Engineers transmitted to the Committee on Rivers and Harbors, under date of December twenty-eighth, nineteen hundred and six, two hundred thousand dollars: <i>Provided</i> , That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to
<i>Proviso.</i> Contracts.	

complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Improving Grays Harbor, inner portion, between Aberdeen and the entrance to said harbor, and Chehalis River, Washington: Continuing improvement in accordance with the project submitted in House Document Numbered Five hundred and seven, Fifty-ninth Congress, first session, with a view to securing a channel two hundred feet wide and eighteen feet deep at mean lower low water, and removing snags from the Chehalis River, one hundred and seventy-seven thousand dollars; and the amount of prior appropriations made for the improvement of the inner portion of Grays Harbor, and now on hand, is hereby made available for this project in addition to said sum, and the Secretary of War is directed to cause a survey and estimate to be made with a view to the improvement of the Chehalis River up to Montesano by the removal of bars.

Inner harbor  
and Chehalis  
River, Wash.

Balances  
available.

Improving Grays River, Washington: Continuing improvement in accordance with the project submitted in the report of the Board of Engineers to the Committee on Rivers and Harbors, dated October fifteenth, nineteen hundred and six, two thousand five hundred dollars.

Grays River,  
Wash.

Improving the waterway connecting Puget Sound with Lakes Union and Washington, Washington: For maintenance of improvement, ten thousand dollars; and the Secretary of War may make a survey and estimate of cost of said waterway or canal with one lock, with a view to the construction of the same, in conjunction with the county authorities of King County or other agency, of sufficient size to accommodate the largest commercial or naval vessels afloat; or, if deemed more advisable, with a view to the construction of a canal of less dimensions, and to submit dimensions and estimate of cost of same, together with a report upon what portion of said work will be done or contribution to be made by said county or other agency. And the provisions of the Act approved June eleventh, nineteen hundred and six, authorizing James A. Moore, or his assigns, to construct a canal, with suitable timber lock, are hereby so modified as to permit the said James A. Moore, or his assigns, subject to the conditions and stipulations of the Act, to excavate a channel seventy-five feet wide at the bottom and twenty-five feet deep at mean low water from deep water in Puget Sound at the mouth of Salmon Bay to deep water in Lake Washington, in lieu of constructing the canal and timber lock specified in the said Act, the location of the said channel and work of excavation to be subject to the direction of the Secretary of War, and the plans and order of work to be subject to his approval before beginning and when completed and accepted by the Secretary of War, the channel

Puget Sound,  
Wash.  
Waterway to  
Lakes Union  
and Washing-  
ton.  
Survey for  
canal.

Canal by  
James A.  
Moore, modified.  
Vol. 34, p. 231.  
I<sup>n</sup>te, p. 1170.

to be and remain a free public waterway of the United States.

Willapa River and Harbor, Wash.

Improving Willapa River and Harbor, Washington: Continuing improvement in accordance with the project submitted in House Document Numbered Four hundred and seventy-seven, Fifty-ninth Congress, first session, twenty-five thousand dollars.

Cowlitz and Lewis rivers, Wash.

Improving the Cowlitz and Lewis rivers, including the North Fork of the Lewis River, Washington: Continuing improvement and for maintenance, fifteen thousand dollars.

Puget Sound, etc., Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement and for maintenance, seventy-five thousand dollars, of which amount thirty thousand dollars, or so much thereof as may be necessary, may be expended in the removal of rock obstructions at the mouth of Roche Harbor.

Swinomish Slough, Wash.

Improving Swinomish Slough, Washington: Continuing improvement, seventy-five thousand dollars.

Columbia River, Wash. Wenatchee to Bridgeport.

Improving Columbia River, between Wenatchee and Bridgeport, Washington: Continuing improvement in accordance with the report submitted in House Document Numbered Four hundred and forty, Fifty-ninth Congress, second session, forty-two thousand dollars.

Okanogan and Pend Oreille rivers, Wash.

Improving the Okanogan and Pend Oreille rivers, Washington: For maintenance of the Okanogan and Pend Oreille rivers and for continuing the improvement the Pend Oreille River by removing bars, twenty thousand dollars.

St. Michael Canal.

Improving Saint Michael Canal, Alaska, in accordance with the project submitted in House Document Numbered Three hundred and eighty-nine, Fifty-ninth Congress, second session, ninety-eight thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to complete said project, to be appropriated from time to time as provided by law, not to exceed in the aggregate one hundred and fifty thousand dollars, exclusive of the amount herein appropriated.

*Proviso.*

Contracts.

Snake River, Alaska.

Time extended for canal by Nome Improvement Company.

That the proviso in the river and harbor Act of March third, nineteen hundred and five, providing for the forfeiture of the rights granted to the Nome Improvement Company to dredge the Snake River and to extend the channel thereof seaward, be, and the same is hereby, amended to read as follows:

Forfeiture extended to 1909.

Vol. 33, p. 1146, amended. *Ante*, p. 1119.

*"Provided further*, That if, after January first, nineteen hundred and nine, the said improvement company shall, at any time during the season of navigation, permit any portion of said channel between the jetties, including that portion of the river improved by it, for three consecutive months, to be of less depth than six feet at mean low tide for a full width of fifty feet, then all rights of said company as herein determined shall cease, and the harbor improvements constructed, including bulkheads,

jetties, and rights in reclaimed lands, shall become the property of the United States without recompense to the company."

Improving Honolulu Harbor, Hawaii: Continuing improvement and for maintenance, according to the report submitted in House Document Numbered Three hundred and thirty-two, Fifty-ninth Congress, second session, two hundred thousand dollars: *Provided*, That a contract or contracts may be entered into by the Secretary of War for such materials and work as may be necessary to prosecute said project, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding in the aggregate two hundred thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Honolulu,  
Hawaii.

*Proviso.*  
Contracts.

Improving Hilo Harbor, Hawaii, in accordance with the project submitted in House Document Numbered Four hundred and seven, Fifty-ninth Congress, second session, two hundred thousand dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as may be necessary to prosecute said project to an amount not exceeding in the aggregate two hundred thousand dollars, to be paid for as appropriations may from time to time be made by law, in addition to the amounts herein appropriated: *Provided further*, That modifications in said plan may be made in the discretion of the Secretary of War, and that no part of said appropriation or authorization shall be expended unless the Chief of Engineers, upon further investigation, shall determine that commercial benefits accruing from such expenditure will warrant the same.

Hilo, Ha-  
waii.

*Provisos.*  
Contracts.

Modifica-  
tions allowed.

Improving the harbor of San Juan, Porto Rico, in accordance with the report submitted in House Document Numbered Nine hundred and fourteen, Fifty-ninth Congress, first session, one hundred and fifty-seven thousand five hundred dollars: *Provided*, That the Secretary of War may enter into a contract or contracts for such materials and work as are necessary for the prosecution of said project, to be paid for as appropriations may from time to time be made by law, to an amount not exceeding in the aggregate six hundred thousand dollars, in addition to the amount herein appropriated, and in the prosecution of the same may be included the dredging of the entrance channel and areas to the east of the Puntilla de la Marina for passage and anchorage, of three hundred and ninety-eight thousand six hundred square yards to be dredged to a depth of thirty feet, and seventy thousand two hundred square yards to a depth of twenty-four feet.

San Juan,  
P. R.

*Proviso.*  
Contracts.

Dredging.

For emergencies: To provide for the restoration of channels, or river and harbor improvements heretofore established or made by the Government, or herein provided for, where by reason of emergency occurring after the passage of this Act the usual depth of such channels or customary use of such improvement can not be main-

Emergencies  
appropriation.

- tained, and there is no sufficient fund available for such restoration, three hundred thousand dollars. The amount herein provided shall be allotted by the Secretary of War; *Provided*, That in no case shall such allotment be made unless recommended by the local engineer having such channel or improvement in charge, and by the Chief of Engineers, respectively: *Provided further*, That for no single channel or improvement shall a sum greater than ten thousand dollars be allotted.
- Provisos.*  
*Allotments.* Tidal water depths. The depth of water in tidal waters, as well as in rivers and nontidal channels, whenever referred to in this Act shall be understood to mean the depth at mean low water unless otherwise expressed.
- Maximum allotments.* Use of appropriations. Appropriations made for the respective works herein named, or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used for maintenance and for the repair and restoration of said works whenever from any cause they have become seriously impaired, as well as for the further improvement of said works.
- Surveys and examinations.* Surveys and examinations provided for in this section shall, unless otherwise expressed, be paid for from the appropriations made for the respective improvements or projects to which they pertain or in connection with which they are mentioned.
- Contracts, etc.* All works of improvement heretofore or herein authorized to be prosecuted or completed under contracts may, in the discretion of the Secretary of War, be carried on by contract or otherwise, as may be most economical or advantageous to the United States.
- Allotment to consolidated works.* Where separate works or items are consolidated in this Act and an aggregate amount is appropriated therefor, the amounts herein appropriated shall, unless otherwise expressed, be expended in securing maintenance and improvement according to the respective projects herein or heretofore adopted by Congress, after giving due regard to the respective needs of traffic. The allotments to the respective works herein consolidated shall be made by the Secretary of War upon recommendations by the Chief of Engineers. In case such works or items are consolidated and separate amounts are given with each project, the amounts so named shall be expended upon such separate projects unless in the discretion of the Secretary of War another allotment or division should be made of the same.
- Use of balances.* Any balances now remaining to the credit of the consolidated items in this Act shall be carried to the credit of the respective aggregate amounts appropriated for the consolidated items herein contained.
- Combining contracts.* In all cases where appropriations are made for works in this Act, if money can be more advantageously expended by combining under one contract two or more such works, such combinations are authorized and shall be made.



In all cases in which appropriations or authorizations have heretofore been made, or are herein made, for the completion of river and harbor works, and the amounts appropriated or authorized shall prove insufficient for completion, the Secretary of War may, in his discretion, on the recommendation of the Chief of Engineers, apply such amounts appropriated or authorized for the prosecution of such work.

Insufficient  
appropriations.

SEC. 2. For preliminary examinations and surveys (other than those mentioned in section one), contingencies, and for incidental repairs for which there is no special appropriation for rivers and harbors, three hundred and fifty thousand dollars: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted no supplemental or additional report or estimate shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law: *Provided further*, That all expenses heretofore and hereafter incurred by the War Department for examinations, reports, inspections, superintendence, or any other action necessary in executing the provisions of the Act of Congress approved June eleventh, nineteen hundred and six, entitled "An Act to empower the Secretary of War, under certain restrictions, to authorize the construction, extension, and maintenance of wharves, piers, and other structures on lands underlying harbor areas and navigable streams and bodies of water in or surrounding Porto Rico and the islands adjacent thereto," shall be payable from funds herein and hereafter appropriated for examinations, surveys, and contingencies of rivers and harbors, the allotments for such expenses to be made by the Chief of Engineers.

Preliminary  
examinations.  
Appropriation.

*Provisos.*  
New works.

Supplemental  
reports.

Payment for  
examinations,  
etc., Porto  
Rico, piers,  
etc.

Vol. 34, p.  
234.  
*Ante*, p. 1171.

Preliminary  
examinations  
authorized.

SEC. 3. That the Secretary of War is hereby directed to cause preliminary examinations or surveys to be made at the following localities:

#### ALABAMA.

Alabama.

Choctawhatchee River, to provide depth of three feet up to Newton.

The channels connecting Mobile Bay and Mississippi Sound, with a view to obtaining a channel of a depth of ten feet.

Alabama and Coosa rivers, between Montgomery and Wetumpka.

Coosa River, with a view to locating and constructing Dam Numbered Five.

Sipsey River, from its mouth to Fayette.

## Alaska.

## ALASKA.

Dry Straits, with a view to securing an alternative channel to Wrangell Narrows.

Katalla Bay and adjacent bays, with a view to the establishment of a harbor.

## Arkansas.

## ARKANSAS.

Saline River, from the mouth of same north to Turtle Bar, on said river, with a view of dredging and other work.

## California.

## CALIFORNIA.

Islais River, with a view of obtaining a depth of twenty-six feet from its mouth in San Francisco Bay for a distance of one mile.

San Francisco Harbor, with a view to the removal of Mission Bay rocks, Packard rock, Whiting rock, Fifteen foot rock, Invincible rocks, Noonday rocks, and Anita rock. Also Centissima and Sears rock and two other rocks near Mail Dock in Bonita Channel.

San Joaquin River and its tributary, Stockton Channel, from San Francisco Bay to Stockton.

Sacramento River, from its mouth to Feather River.

Suisun Channel.

Newport Harbor.

Humboldt Harbor, with a view to improving the entrance thereto.

San Diego Harbor, and the entrance thereto.

Wilmington Harbor, with a view to obtaining an increased depth.

San Pedro Breakwaters, with a view to determining whether the same should be extended to the shore.

## Connecticut.

## CONNECTICUT.

Branford Harbor.

New Haven Harbor, with a view to determining whether a greater depth is needed, also the rocks in Morris Cove.

New London Harbor, with a view to securing a depth of fifteen feet in Shaws Cove.

A further examination and survey for a harbor of refuge at Duck Island, and in connection therewith for a breakwater at Kelseys Point, Connecticut.

Connecticut River, with a view to removing obstructions in Eight Mile River and East Branch.

Coscob Harbor, with a view to obtaining a sufficient depth to drawbridge.

## DELAWARE.

Delaware.

Smyrna River.

Little River, from the mouth of the same to the town of Little Creek.

To connect by canal, Rehoboth Bay with Delaware Bay at or near Lewes, through Lewes Creek and Gordon Lake.

Saint Jones River, from its mouth to Dover.

## FLORIDA.

Florida.

Saint Lucia Inlet.

Saint Josephs Bay.

Wekiwa River.

Wakulla River from the town of Saint Marks to the Gulf, and Saint Marks River.

Estero Bay.

Hillsboro Bay, from turning basin to head of the Estuary in the direction of Ybor.

Crystal River.

Clearwater Harbor and Boca Ceiga Bay to Tampa Bay.

Saint Andrews Bay.

Saint Marks River, at the mouth.

Pensacola Bay to quarantine station, with a view to getting twenty-four feet of water.

Saint Johns River from Sanford to Lake Harney.

Caloosahatchee River, from Lake Okechobee to the Gulf, including Orange River.

Saint Johns River, from Jacksonville to Sanford.

Key West Harbor.

## GEORGIA.

Georgia.

Coosa River at Horseleg shoals, with a view to the construction of a lock and dam.

Savannah River, for thirty miles below Augusta.

## ILLINOIS.

Illinois.

Calumet River, with a view to obtaining a depth of twenty feet from One hundred and twenty-second street to its forks.

## INDIANA.

Indiana.

Harbor at Gary, with a view to determining whether a breakwater is necessary.

Indiana Harbor, with a view to determining whether improvement of the harbor is advisable.

## LOUISIANA.

Louisiana.

Lake Ponchartrain, from West End Spanish Fort and Milneburg to the north and south draws of the New Orleans and Northeastern Railroad, also to Mandeville,

the Tangipahoa River, and Pass Manchac, with a view to the removal of obstructions to navigation.

Pass Manchac, between Lake Maurepas and Lake Ponchartrain.

Lake Ponchartrain, west end to mouth of Bayou Saint John and thence to Milneburg.

Sabine River, from its mouth to Belzora and Logansport.

Bayou Plaquemine Brule.

Bayou Terrebonne, with a view to obtaining six feet of water.

Bayou Vermilion to Lafayette, with a view to obtaining six feet of water.

Bayou Courtableau, with a view to obtaining twelve feet of water.

Boyce Landing, on the Red River, with a view to ascertaining whether any improvements are required in the interest of navigation.

#### Maine.

#### MAINE.

East Boothbay, with a view to obtaining eight feet of water.

Rockport Harbor, with a view to removing the beacon and ledge.

Camden Harbor.

Matinicus, with a view to a harbor of refuge.

Tenants Harbor, with a view to obtaining eight feet of water.

South Harpswell, with a view to removing ledge off Potts Point.

Pepperells Cove, with a view to its deepening and the removal of a ledge.

Passage between Peaks Island and Great Diamond Island, between the main channel and Husseys Sound, with a view to obtaining greater depth.

Penobscot Bay, from the southern extremity of Macks Point to the eastern extremity of Cape Jellison, with a view to the establishment of a harbor having a depth of twenty-five feet, or sufficient to meet the demands of commerce.

#### Maryland.

#### • MARYLAND.

Patuxent River.

Northwest Fork, Nanticoke River, from its mouth to Federalsburg, with a view to removing shoals and obtaining a depth of six feet.

Tuckahoe River, with a view to obtaining an increased depth from Waymans Wharf to the town of Hillsboro.

Lower Thoroughfare, at or near Wenona, Deals Island, with a view to deepening the channel and constructing a basin.

Potomac River, with a view to obtaining greater depth to Lower Cedar Point.

## MASSACHUSETTS.

Massachusetts.

Lynn Harbor, with a view to obtaining a turning basin five hundred feet square and fifteen feet deep, straightening the present channel, and making a channel three hundred feet wide and fifteen feet deep from deep water to wharves at head of harbor.

Gloucester Harbor, with a view to removing ledges.

Plymouth Harbor, with a view to the construction of a rubblestone breakwater, extending from Long Beach easterly along the crest of Browns Island.

Merrimac River, with a view to providing by locks and dams a channel fourteen feet deep from the mouth of the river to the railroad bridge at Haverhill.

Mystic River, with a view to the construction of a channel thirty feet deep from the mouth of Island End River to Chelsea Bridge.

## MICHIGAN.

Michigan.

Channel between Russell Island and Grand Point in the Saint Clair River.

Ontonagon Harbor, with a view to determining whether a change in the course of the Ontonagon River may not aid in maintaining the harbor.

Menominee Harbor, with a view to determining whether a breakwater is necessary.

Keweenaw Canal, with a view to the construction of a harbor of refuge at its eastern entrance.

Munising Harbor.

Au Sable River, with a view to obtaining a depth of ten feet.

## MINNESOTA.

Minnesota.

Grand Marais Harbor, with a view to rebuilding the piers at the entrance and enlarging basin.

Boise de Sioux River, Lake Traverse, and Big Stone Lake, and the portages between the said lakes and said river, with a view to diverting the flood waters of the Red River of the North into the Minnesota River.

Lake Superior, with a view to locating a harbor or harbors of refuge on the north shore.

## MISSISSIPPI.

Mississippi.

Biloxi Harbor, with a view to extending and deepening the channel into the harbor and around the eastern end of the peninsula into the sheltered waters of Back Bay.

East Pearl River, with a view to removing bar and restoring channel at its mouth.

Steeles and Washingtons bayous, and Lake Washington from mouth of Steeles Bayou to Glen Allen.

Roebuck Lake, from its mouth to railroad bridge at Itta Bena.

Bear Creek.

Homochitto River, from its mouth to the Yazoo and Mississippi Valley Railroad.

Big Sunflower River from near Baird to the mouth of the Hushpucena River, with a view to obtaining continuous navigation by locks and dams in the upper section, as designated in the report submitted in House Document Numbered Six hundred and sixty-seven, Fifty-ninth Congress, first session.

Missouri.

MISSOURI.

Osage River, with a view to obtaining three feet depth from its mouth to mouth of Niangua River.

Gasconade River, with a view to obtaining three feet depth from its mouth to Gascondy.

Missouri River from its mouth to Kansas City, and from Kansas City to Sioux City: *Provided*, That the Secretary of War may, in his discretion, cause to be made only such further general instrumental survey as may be deemed necessary.

New Hampshire.

NEW HAMPSHIRE.

Isles of Shoals, with a view to the construction of a breakwater.

New Jersey.

NEW JERSEY.

Toms River, with a view to obtaining five feet of water on shoals near village of Toms River.

Forked River, from its mouth to the town of Forked River, with a view to obtaining a depth of five feet.

Rahway River.

Old Mans Creek.

Arthur Kill, westerly side of Buckwheat Island, with a view to deepening the channel.

New York.

NEW YORK.

Jamaica Bay. The waters of Jamaica Bay, including entrance to said bay at Rockaway Inlet and those waters having their outlet in Dead Horse Inlet, with a view to framing a plan for their improvement and recommending the order of such improvement with the cost thereof, and to recommend the proportion of such cost to be borne by the city of New York; and the Secretary of War is hereby requested to confer and cooperate with the commissioner of docks and ferries of the city of New York, or with any other duly authorized agents, officers, or representatives of the city of New York, and with any commission of engineers appointed, or who shall hereafter be appointed, to survey or examine said bay and to recommend to the

Conference  
with New York  
City authori-  
ties.

city of New York, plans for the improvement of said Jamaica Bay or the lands in and about said bay.

Port Chester Harbor, with a view to obtaining a depth of fifteen feet with corresponding width.

Echo Bay, with a view to obtaining a depth of twelve feet.

Dunkirk Harbor.

East Chester Creek, with a view to obtaining a depth of twelve feet.

Jamaica Bay, with a view to obtaining a channel one hundred feet wide and six feet deep to and through Great South Bay to Peconic Bay, including channels to Parsonage and Sumpawams rivers and Freeport and Massapequa creeks.

Channel between Three Mile Harbor and Gardiners Bay.

Channel from Peters Neck Point through Long Beach Bay to Horn River.

Hempstead Harbor, with a view to obtaining a depth of six feet.

East River, between North Brother and South Brother Islands, with a view to obtaining depths of twenty, twenty-two, and twenty-four feet.

Hudson River: Shoal off Stuyvesant Harbor.

Ogdensburg Harbor, with a view to obtaining depth of nineteen feet in the four existing channels and the excavation of the bar between the two entrance channels in the lower harbor.

Niagara River from Tonawanda to Gill Creek.

Hudson River, with a view to obtaining a depth of twelve feet from the channel to Upper Nyack and the contiguous towns of Nyack, South Nyack, Grand View, and Piermont, through the pier to the mouth of Sparkill River, and east to the main channel.

Neversink River, with a view to the removal of bars and other obstructions at and near its mouth.

Minisceongo River, with a view to obtaining a depth of seven feet.

#### NORTH CAROLINA.

North Carolina.

Trent River, with a view to obtaining eight feet of water from Newbern to Trenton.

New River, with a view to obtaining a depth of five feet from its mouth to Jacksonville.

White Oak River, with a view to obtaining five feet from its mouth to Maysville.

Little River, with a view to removing bar at its mouth.

Shallow Bag Bay, with a view to obtaining a depth of eight feet at its mouth.

South River, with a view to obtaining six, seven, and eight feet, respectively, from its mouth to Aurora.

Beaufort Harbor, with a view to a channel depth of twenty-five feet across the bar.

Waterway connecting Swan Quarter Bay with Deep Bay, with a view to obtaining a depth of six, seven, and eight feet, respectively.

North Dakota.

NORTH DAKOTA.

Red River of the North, with a view to straightening and deepening the channel.

Ohio.

OHIO.

Harbor at Rocky River, with a view to repairing existing structures and extension of the harbor.

Lorain Harbor: That portion of Black River from the inner end of the Government piers to East Erie Avenue Bridge.

Maumee River, from deep water in Lake Erie to the Fassett Street Bridge, Toledo, with a view to obtaining greater depth and an increased width of approximately one hundred feet.

Oregon.

OREGON.

Coos Bay and bar entrance.

Coquille River, with a view to the removal of shoals and rocks at its mouth.

Tillamook Bay and bar up to Tillamook City.

Pennsylvania.

PENNSYLVANIA.

Erie Harbor, with a view to obtaining a depth of twenty-two feet and protecting Presque Isle peninsula.

Youghiogheny River to Connellsville.

Rhode Island.

RHODE ISLAND.

Wickford Harbor, with a view to obtaining a depth of fifteen feet and for the removal of a ledge known as General Rock.

Harbor of Refuge, Block Island, with a view to securing a greater navigable depth and a larger anchorage area.

Providence River, with a view to extending the deep water area to Kettle Point.

South Carolina.

SOUTH CAROLINA.

Congaree River, from the present head of navigation to the mouth of Broad River, and Broad River from its mouth to Ninety-nine Island Shoals.

North Fork, Edisto River, from its mouth to Orangeburg, with a view to obtaining three feet of water.

Saluda River, between Columbia and Hollow Creek.

South Fork, Edisto River, from its mouth to Scotts Bridge.



Shem River.  
Shipyard River.  
Great Pee Dee River, from Georgetown to Pee Dee Station.

## TENNESSEE.

Tennessee.

Duck River, from its mouth to Centerville.  
Forked Deer River, survey of its south fork.  
Hatchie River, to town of Brownsville.  
Elk River, from its mouth up to Fayetteville.  
Beech River.  
Big Sandy River.  
Richland Creek.

## TEXAS.

Texas.

Neches River.

A channel from Palacios to Matagorda Bay.

Arroyo Colorado, with a view to obtaining a channel eight feet or less in depth from Harlingen to deep water at Point Isabel.

Caddo Lake, with a view to determining advisability of constructing a dam at the foot of said lake on the waterway connecting Jefferson, Texas, with Shreveport, Louisiana.

Pass Cavallo to Port O'Connor, with a view to establishing a harbor.

Colorado River, with a view to obtaining a navigable channel from its mouth as far up as practicable.

Texas City channel, with a view to obtaining a channel two hundred feet wide and twenty-six feet deep.

A channel from Pass Cavallo to Port Lavaca.

## VERMONT.

Vermont.

Lake Champlain, to improve navigation in connection with the breakwater at Burlington, the channel known as "The Gut" between Tromps Point, South Hero Island and Bow Arrow Point, and the harbor at Saint Albans.

## VIRGINIA.

Virginia.

Big Sandy River, with a view to improving its headwaters, including Pound River and Russell Fork.

Potomac River below Washington, with a view to obtaining a width of channel of four hundred feet.

Aquia Creek from Coals Landing to Wharton Landing.

Potomac River, at Alexandria, with a view to the removal of a bar recently formed.

Potomac River, with a view to obtaining a channel to wharf at Mount Vernon.

Queens Creek, with a view to obtaining a channel from its mouth to Capital Landing Bridge.

Onancock River, with a view to deepening and straightening channel for distance of five miles between Chesapeake Bay and Onancock.

Horn Harbor, with a view to removing sand bar at its mouth.

Totuskey River, with a view to removing bar about midway of its length.

Cat River, with a view to obtaining deeper channel.

Pagan River, with a view to straightening and deepening channel.

#### Washington.

#### WASHINGTON.

Cowlitz River, up to Castle Rock.

Puyallup River, with a view to straightening channel and securing suitable depth to city of Puyallup.

Skagit River, to Sedro-Woolley.

Blaine Harbor.

Bellingham Harbor.

Snohomish River, from the mouth to Lowell.

For a ship canal connecting the waters of Puget Sound with Grays Harbor.

#### West Virginia.

#### WEST VIRGINIA.

Guyandot River.

Deckers Creek, West Virginia, with a view to securing for a distance of two thousand feet up from its mouth a channel and harbor with the same depth of water as in the Monongahela River where said Deckers Creek empties into said river.

Cheat River, for a distance of twenty-five miles up from its mouth.

#### Wisconsin.

#### WISCONSIN.

Algoma (Ahnapee), with a view to the construction of an outer harbor and obtaining a channel sixteen feet in depth. Kewaunee, with a view to obtaining depths of eighteen and twenty feet, respectively.

#### Extent of preliminary examinations.

In all cases, unless a survey or estimate is herein expressly directed, a preliminary examination shall first be made, which shall embrace information concerning the commercial importance, present and prospective, of the river or harbor mentioned and a report as to the advisability of its improvement. Whenever such preliminary examination has been made, in case such improvement is not deemed advisable, no surveys thereof or estimates therefor shall be made without the direction of Congress; but in case the report shall be to the effect that such river or harbor is worthy of improvement, or that a survey and estimate should be made to determine the advisability of improvement, the Secretary of War is hereby authorized, at his discretion, to cause surveys to be made and the cost of improvement of such river or harbor to be estimated and reported to Congress: *Pro-*

#### Surveys.

#### Provisions.

*vided*, That in all cases reports of preliminary examinations, as well as of surveys, ordered in any section of this Act, shall be examined and reviewed by the board provided for in section three of the river and harbor Act of June thirteenth, nineteen hundred and two; and the said board shall also, on request by resolution of the Committee on Commerce of the Senate or the Committee on Rivers and Harbors of the House of Representatives, examine and review the report of any examination or survey made pursuant to any Act or resolution of Congress, and report thereon through the Chief of Engineers, United States Army: *Provided further*, That in no case shall the board, in its report thus called for by committee resolution, extend the scope of the project contemplated in the original report upon which its examination and review has been requested, or in the provision of law authorizing the original examination or survey.

All surveys and examinations provided for by this Act, and the reports thereon, shall either be completed on or before the first Monday in November, nineteen hundred and eight, or else a preliminary report be made in which the reasons for delay shall be stated: *Provided*, That all reports of preliminary examinations and surveys which may be prepared during the recess of Congress, and be ready for printing, shall, in the discretion of the Secretary of War, be printed by the Public Printer as documents of the following session of Congress.

SEC. 4. That the compilation of laws of the United States relating to the improvement of rivers and harbors authorized by section thirteen of the river and harbor Act of June thirteenth, nineteen hundred and two, and joint resolution of Congress approved February first, nineteen hundred and five, shall be extended to include all such laws enacted up to the close of the second session of the Fifty-ninth Congress [<sup>a</sup>]; and three thousand copies of this compilation shall be printed under the direction of the Secretary of War, of which six hundred copies shall be for the use of the Senate, one thousand four hundred copies for the use of the House, and one thousand copies for the use of the office of the Chief of Engineers, United States Army.

SEC. 5. That section four of the Act of Congress approved April twenty-eighth, nineteen hundred and four, entitled "An Act providing for the restoration or maintenance of channels or of river and harbor improvements, and for other purposes," be, and the same is hereby, repealed.

Whenever it shall become, in the opinion of the Secretary of War, necessary or desirable to hire a dredging plant or plants for the performance of any of the public work carried on under his direction the said Secretary

Review by  
Board of En-  
gineers for  
Rivers and  
Harbors.  
Vol. 32, p.  
372.  
*Ante*, p. 1006.  
Report.

Limit of re-  
port.

Completion  
of surveys, etc.,  
ordered.

*Proviso*.  
Printing.

Compilation  
of river and  
harbor laws,  
time extended.  
Vol. 32, p.  
375.  
*Ante*, p. 1010.  
Vol. 33, p.  
1280.

Distribution.

Dredges on  
Great Lakes  
and on Atlan-  
tic coast north  
of Cape Henry.  
Restriction  
repealed.  
Vol. 32, p.  
452.  
*Ante*, p. 1057.  
Dredging  
plants author-  
ized.

<sup>a</sup> The laws referred to are embodied in this compilation.

may, in his discretion, agree for the same, either in the manner now customary or on the basis of an equitable reimbursement for deterioration of plant when in use by the Government, and a reasonable percentage of the total cost of the work.

Hudson River, New York City.  
Changes of bridges authorized.

Restriction.

SEC. 6. That the Secretary of War may approve a change of plans or of location of any bridge over the North or Hudson River at New York City which has heretofore been approved by the Secretary of War under any Act of Congress, upon application to him by the parties authorized to erect such structure, their successors or assigns, provided that such changed location shall not be over any anchorage ground and shall be within the original authorization for such structure, and shall not be deemed by the Secretary of War to be detrimental to navigation or to the public interest after public hearings held thereon, and the structure whose changed plans or location is so approved shall be a lawful structure.

International Waterways Commission.  
Rent of offices.  
Vol. 32, p. 373.  
*Ante*, p. 1007.

SEC. 7. That those members of the International Waterways Commission created in accordance with section four of the river and harbor Act of June thirteenth, nineteen hundred and two, who represent the United States, shall have power to rent such room or rooms in Washington as may be necessary for the performance of the duties entrusted to them.

Approved, March 2, 1907.

Mar. 2, 1907.  
Vol. 34, p. 1219.  
[S. 8377.]  
[Public, No. 179.]

**CHAP. 2520.**—An Act To amend an Act entitled "An Act permitting the building of a dam across the Mississippi River in the county of Morrison, State of Minnesota," approved June fourth, nineteen hundred and six.

Mississippi River.  
Time extended to The Pike Rapids Power Company to dam, in Morrison County, Minn.

Location.  
Vol. 34, p. 209, amended.  
*Ante*, p. 1165.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section one of an Act entitled "An Act permitting the building of a dam across the Mississippi River in the county of Morrison, State of Minnesota," approved June fourth, nineteen hundred and six, be, and the same is hereby, amended so as to read as follows:

"SECTION 1. That the consent of Congress is hereby granted to the Pike Rapids Power Company, a Minnesota corporation, its successors or assigns, to construct and maintain across the Mississippi River a dam, canal, and works necessary incident thereto for water power and supply purposes at a point between sections twenty, twenty-nine, and thirty-two in township one hundred and twenty-eight north, range twenty-nine west of the fifth principal meridian, and sections seventeen and twenty, in township thirty-nine, range thirty-two west of the fourth principal meridian, in Morrison County, Minnesota: *Provided*, That the plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of

Provisos.  
Secretary of War to approve plans, etc.

War before the commencement of the construction of the same: *And provided further*, That the said the Pike Rapids Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modifications of such plans shall have previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War: *And provided further*, That there shall be placed and maintained in connection with said dam a sluiceway so arranged as to permit logs, timber, and lumber to pass around, through, and over said dam without unreasonable delay or hindrance [*sic*] and without toll or charges: *And provided further*, That the dam shall be so constructed that the Government of the United States may at any time construct in connection therewith a suitable lock for navigation purposes, and may at any time, without compensation, control the said dam so far as shall be necessary for the purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of said dam as he may deem advisable in the interests of navigation."

Changes.

Sluiceway.

Lock.

SEC. 2. That section four of said Act above referred to be, and the same is hereby, amended so as to read as follows:

"SEC. 4. That the right to amend, alter, or repeal this Act is hereby expressly reserved, and the same shall become null and void unless the construction of the dam hereby authorized is commenced within one year from June first, nineteen hundred and seven, and completed within three years thereafter, and that except so far as may be otherwise provided in this Act, the provision of the Act of Congress entitled 'An Act to regulate the construction of dams over navigable waters,' approved on the twenty-first day of June, nineteen hundred and six, shall be applicable to the construction of the dam provided in this Act."

Time of construction.  
Vol. 34, p. 210, amended.  
*Ante*, p. 1166.

Vol. 34, p. 386.  
*Ante*, p. 1183.

Approved, March 2, 1907.

CHAP. 2545.—An Act To amend an Act entitled "An Act permitting the building of a dam across the Mississippi River above the village of Monticello, Wright County, Minnesota," approved June fourteenth, nineteen hundred and six.

Mar. 2, 1907.  
Vol. 34, p. 1235.  
[H. R. 25716.]  
[Public, No. 204.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section three of an Act entitled "An Act per-

Mississippi River.

Time extended for dam, above Monticello, Minn. mitting the building of a dam across the Mississippi River above the village of Monticello, Wright County, Minnesota," approved June fourteenth, nineteen hundred and six, be, and the same is hereby, amended so as to read as follows:

Time of construction. Vol. 34, p. 265, amended. Ante, p. 1174. "SEC. 3. That this Act shall be null and void unless the construction of the dam hereby authorized is commenced within one year from June fourteenth, nineteen hundred and seven, and completed within three years thereafter."

Approved, March 2, 1907.

Mar. 2, 1907. Vol. 34, p. 1235. [H. R. 25717.] [Public, No. 205.] **CHAP. 2546.**—An Act To amend an Act entitled "An Act permitting the building of a dam across the Mississippi River at or near the village of Clearwater, Wright County, Minnesota," approved June fourteenth, nineteen hundred and six.

Mississippi River. Time extended for dam, at Clearwater, Minn. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an Act entitled "An Act permitting the building of a dam across the Mississippi River at or near the village of Clearwater, Wright County, Minnesota," approved June fourteenth, nineteen hundred and six, be, and the same hereby is, amended so as to read as follows:

Time of construction. Vol. 34, p. 267, amended. Ante, p. 1176. "SEC. 3. That this Act shall be null and void unless the construction of the dam hereby authorized is commenced within one year from June fourteenth, nineteen hundred and seven, and completed within three years thereafter."

Approved, March 2, 1907.

Mar. 2, 1907. Vol. 34, p. 1238. **CHAP. 2549.**—An Act Permitting the building of a dam across the Savannah River at McDaniel Shoals.

[H. R. 25773.] [Public, No. 208.] Savannah River. Anderson Guaranty and Trust Company may dam, at McDaniel shoals. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Anderson Guaranty and Trust Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending from a point in Hart County, Georgia, to a point in Anderson County, South Carolina, upon or in the vicinity of McDaniel Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p. 386. Ante, p. 1183. Sec. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment. Approved, March 2, 1907.

**CHAP. 2550.**—An Act Permitting the building of a dam across the Savannah River at Turner Shoals.

Mar. 2, 1907.  
Vol. 34, p.  
1239.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Anderson Guaranty and Trust Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending from a point in Elbert County, Georgia, to a point in Abbeville County, South Carolina, upon or in the vicinity of Turner Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

[H. R. 25774.]  
[Public, No.  
209.]

Savannah  
River.  
Anderson  
Guaranty and  
Trust Com-  
pany may dam,  
at Turner  
shoals.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1907.

**CHAP. 2551.**—An Act Permitting the building of a dam across the Savannah River at Middleton Shoals.

Mar. 2, 1907.  
Vol. 34, p.  
1239.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Anderson Guaranty and Trust Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending from a point in Elbert County, Georgia, to a point in Anderson County, South Carolina, upon or in the vicinity of Middleton Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

[H. R. 25776.]  
[Public, No.  
210.]

Savannah  
River.  
Anderson  
Guaranty and  
Trust Company  
may dam, at  
the Middleton  
shoals.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1907.

**CHAP. 2553.**—An Act Permitting the building of a dam across the Savannah River at Calhoun Falls.

Mar. 2, 1907.  
Vol. 34, p.  
1240.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Hugh MacRae Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending

[H. R. 25846.]  
[Public, No.  
212.]

Savannah  
River.  
Hugh Mac-  
Rae Company  
may dam, at  
Calhoun Falls.

from a point in Elbert County, Georgia, to a point in Abbeville County, South Carolina, upon or in the vicinity of Calhoun Falls, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p. 386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, March 2, 1907.

Mar. 2, 1907.  
 Vol. 34, p. 1240.

**CHAP. 2554.**—An Act Permitting the building of a dam across the Savannah River at Hattons Ford.

[H. R. 25847.]  
 [Public, No. 213.]

Savannah  
 River.  
 Hugh Mac-  
 Rae Company  
 may dam, at  
 Hattons Ford.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Hugh MacRae Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River, extending from a point in Hart County, Georgia, to a point in Anderson County, South Carolina, upon or in the vicinity of Hattons Ford, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p. 386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, March 2, 1907.

Mar. 2, 1907.  
 Vol. 34, p. 1240.

**CHAP. 2555.**—An Act Permitting the building of a dam across the Savannah River at Andersonville Shoals.

[H. R. 25848.]  
 [Public, No. 214.]

Savannah  
 River.  
 J. R. Earle  
 Development  
 Company may  
 dam, at An-  
 dersonville  
 shoals.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the J. R. Earle Development Company, a corporation to be organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River, extending from a point in Hart County, Georgia, to a point in Anderson County, South Carolina, upon or in the vicinity of Andersonville Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p. 386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, March 2, 1907.



**CHAP. 2556.**—An Act Permitting the building of a dam across the Savannah River at Trotters Shoal.

Mar. 2, 1907.  
Vol. 34, p.  
1241.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Hugh MacRae Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending from a point in Elbert County, Georgia, to a point in Abbeville County, South Carolina, upon or in the vicinity of Trotters Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

[H. R. 25850.]  
[Public, No.  
215.]

Savannah  
River.  
Hugh Mac-  
Rae Company  
may dam, at  
Trotters  
shoals.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

**SEC. 2.** That the right to amend or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1907.

**CHAP. 2579.**—An Act To authorize Herman L. Hartenstein to construct a dam across the Saint Joseph River, near the village of Mottville, Saint Joseph County, Michigan.

Mar. 2, 1907.  
Vol. 34, p.  
1254.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That Herman L. Hartenstein, a citizen of the State of Michigan, his heirs and assigns, be, and they are hereby, authorized to construct, maintain, and operate a dam across the Saint Joseph River, at any point up the stream within one mile from the highway bridge at the village of Mottville, Saint Joseph County, in the State of Michigan, in accordance with the provisions of the Act entitled An "Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

[H. R. 25832.]  
[Public, No.  
238.]

St. Joseph  
River, Mich.  
Herman L.  
Hartenstein  
may dam, at  
Mottville.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

**SEC. 2.** That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1907.

**CHAP. 2580.**—An Act Permitting the building of a dam across the Savannah River at Cherokee Shoals.

Mar. 2, 1907.  
Vol. 34, p.  
1255.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Hugh MacRae Company, a corporation organized under the laws of South Carolina, its successors and assigns, is hereby authorized to construct and maintain a dam across the Savannah River extending from a point in Elbert County, Georgia, to a point in

[H. R. 25849.]  
[Public, No.  
239.]

Savannah  
River, Ga. and  
S. C.  
Hugh MacRae  
Company may  
dam, at Chero-  
kee shoals.

Abbeville County, South Carolina, upon or in the vicinity of Cherokee Shoals, and all works incident thereto in the utilization of the power thereby developed, in accordance with the provisions of an Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p.  
386.  
*Ante*, p. 1183.

Amendment.

SEC. 2. That the right to amend or repeal this Act is hereby expressly reserved.

Approved, March 2, 1907.

Mar. 4, 1907.  
Vol. 34, p.  
1283.

[S. 8189.]  
[Public, No.  
244.]

**CHAP. 2909.**—An Act Granting to the Saint Louis, Iron Mountain and Southern Railway Company, a corporation, the right to construct, maintain, and operate a single track railway across the lands of the United States in the southeast quarter of the northeast quarter of section twenty-one, township fourteen north, range six west of the fifth principal meridian, in the county of Independence and State of Arkansas, reserved for use in connection with the construction of Lock Numbered One, Upper White River, Arkansas.

Upper White  
River, Ark.  
St. Louis,  
Iron Mountain,  
and Southern  
Railway Com-  
pany granted  
right of way  
through land  
reserved for  
Lock No. 1.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis, Iron Mountain and Southern

Railway Company, a corporation, created and existing under and by virtue of the laws of the State of Arkansas, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a single track railway over and across the lands of the United States in the southeast quarter of the northeast quarter of section twenty-one, township fourteen north, range six west of the fifth principal meridian, in the county of Independence and State of Arkansas, reserved for use in connection with the construction of Lock Numbered One, Upper White River, Arkansas, subject to such conditions as may be prescribed by the Secretary of War and he may require the said company to pay to the United States such sum of money as he may decide to be the value of the land so occupied and compensation for any other injury sustained by the United States. Said Saint Louis, Iron Mountain and Southern Railway Company shall not use the river banks within a distance of eight hundred feet above and below the limits of the lock walls of said Lock Numbered One nor any area within the boundaries of the aforesaid lands, as a place for depositing spoil and waste, except under such conditions as may be approved by the Secretary of War.

Compensa-  
tion.  
Restriction.

Secretary of  
War to approve  
plans, etc.

SEC. 2. That the said Saint Louis, Iron Mountain and Southern Railway shall not avail themselves of the privileges of this Act until the Secretary of War shall have approved the location and plans of the single track railway referred to in section one of this Act: *Provided*, That the center line of said track shall be at least seventy-five feet from, and on the northerly side of, the lock tender's

*Provisos.*  
Location of  
track.

cottage now built on the aforesaid lands: *And provided further*, That if, in the construction of the said railway, it is necessary to remove any buildings, barns, water towers, or other structures now on the aforesaid lands, the Saint Louis, Iron Mountain and Southern Railway Company shall replace them at points to be designated by the Secretary of War and in like condition and repair as when taken: *And provided further*, That in the construction, maintenance, and operation of said single track railway, the Saint Louis, Iron Mountain and Southern Railway Company shall not appropriate any land other than that needed for the roadway, and said construction, maintenance, and operation through said lands shall at all times be under the supervision of the Secretary of War.

Removal of structures, etc.

Restriction.

SEC. 3. That all railroad companies desiring the use of the single track railway authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owners of the said single track railway and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon the rules and conditions to which each shall conform, all matters at issue between them shall be decided by the Secretary of War.

Use by other roads.

Compensation.

SEC. 4. That this Act shall be null and void if actual construction of said single track railway herein authorized shall not be commenced in one year and completed within two years from the date of the approval hereof.

Time of construction.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 4, 1907, 10 a. m.

**CHAP. 2912.**—An Act Permitting the erection of a dam across Coosa River, Alabama, at the place selected for Lock Numbered Twelve on said river.

Mar. 4, 1907.  
Vol. 34, p.  
1288.

[S. 8526.]  
[Public, No.  
247.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to the Alabama Power Company, a corporation organized under the laws of the State of Alabama, its successors and assigns, to build a dam, of such height as the Chief of Engineers and the Secretary of War may approve, across the Coosa River, in Alabama, at the place selected for the location of Lock and Dam Numbered Twelve on said river, as located in the survey made by the engineers of the United States of the Coosa and Alabama rivers in Georgia and Alabama, in compliance with the requirements of the river and harbor Act approved June thirtieth, nineteen hundred and two, for the development

Coosa River,  
Ala.  
Alabama  
Power Com-  
pany may dam.

Location.

Vol. 32, p.  
353.  
*Ante*, p. 980.

of water power, and such works and structures in connection therewith as may be necessary or convenient in the development of said power and in the utilization of the power thereby developed: *Provided*, That plans for the construction of said dam and appurtenant works shall be submitted to and approved by the Chief of Engineers and the Secretary of War before the commencement of the construction of the same: *Provided further*, That the Alabama Power Company, its successors or assigns, shall not deviate from such plans after such approval, either before or after the completion of said structures, unless the modification of said plans shall have previously been submitted to and received the approval of the Chief of Engineers and Secretary of War: *Provided further*, That said dam and appurtenant works shall be limited to the use of the surplus water only of the river not required for the navigation of the Coosa River, and that no structure shall be built and no operations conducted under the provisions of this Act which shall at any time injure or interfere with the navigation of said river or impair the usefulness of any improvement by the Government in the interests of navigation.

*Provisos.*  
Secretary of War to approve plans, etc.

Changes.

Unobstructed navigation.

Locks.

SEC. 2. That the said dam shall be so constructed, including a proper forebay, that the Government of the United States may at any time construct in connection therewith a suitable lock or locks for navigation purposes, and may at any time, without compensation, control the said dam or other structures and the level of the pool caused by such dam so far as shall be necessary for purposes of navigation, but shall not destroy the water power developed by said dam and structures to any greater extent than may be necessary to provide proper facilities for navigation, and that the Secretary of War may at any time require and enforce, at the expense of the owners, such modifications and changes in the construction of such dam as may be necessary in the interest of navigation: *Provided*, That the Alabama Power Company, its successors or assigns, shall furnish the necessary electric current, while its power plant is in operation, to move the gates and operate the locks in connection with said dam and to light the United States buildings and grounds free of cost to the United States: *Provided further*, That the Alabama Power Company, its successors or assigns, is hereby granted the right to use any lands which may belong to the United States of America and necessary for the construction and maintenance of said dam and appurtenant works, or which may be inundated with water by reason of the construction of said dam and appurtenant works, and in consideration therefor the said company, its successors or assigns, shall, upon request of the Chief of Engineers and the Secretary of War, convey free of cost to the United States of America such suitable tract or tracts of land as may be selected by the Chief of Engineers and the Secretary of War for the

Changes.

*Provisos.*  
Electric power.

Use of lands for construction, etc.

Conveyance of other lands to the United States.

establishment of such lock or locks and approaches and other purposes as the needs of navigation may require.

SEC. 3. That this Act shall be null and void unless the dam herein authorized be commenced within three years and completed within seven years from the time of the passage of this Act.

Time of construction.

SEC. 4. The authority herein conferred shall, except as herein specifically provided, be subject in all respects to the provisions of the Act entitled "An Act to regulate the construction of dams across navigable waters," approved June twenty-first, nineteen hundred and six.

Vol. 34, p. 386.  
Ante, p. 1183.

SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 4, 1907, 10 a. m.

**CHAP. 2918.**—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, nineteen hundred and eight, and for other purposes.

Mar. 4, 1907.  
Vol. 34, pp. 1295, 1344, 1349, 1351.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, nineteen hundred and eight, namely:

[H. R. 25745.]  
[Public, No. 253.]  
Sundry civil expenses appropriations.

\* \* \* \* \*

Toward the construction of works on harbors and rivers, under contract and otherwise, and within the limits authorized by law, namely:

Rivers and harbors.

For works authorized by the river and harbor Act of eighteen hundred and ninety-six, as follows:

Vol. 29, p. 202.  
Ante, p. 743.

Improving Kentucky River, Kentucky: For continuing improvement in completion of contract authorization, seventy-five thousand dollars.

Kentucky River, Ky.

Improving harbor at Portland, Maine: For completing improvement, fifty-nine thousand dollars.

Portland, Me.

Improving Newtown Creek, New York: For continuing improvement, fifteen thousand dollars.

Newtown Creek, N. Y.

Improving harbor at San Pedro, California: For continuing construction of breakwater, ninety-two thousand nine hundred and fifteen dollars.

San Pedro, Cal.

Improving Winyah Bay, South Carolina: For continuing improvement of harbor at Winyah Bay, seventy-two thousand seven hundred and fifty dollars.

Winyah Bay, S. C.

For works authorized by the river and harbor Act of eighteen hundred and ninety-nine, as follows:

Vol. 30, p. 1121.

Improving channel in Gowanus Bay, New York: For continuing improvement of Bay Ridge and Red Hook channels, two hundred thousand dollars.

Ante, p. 843.  
Gowanus Bay, N. Y.

Improving harbor at Gulfport, Mississippi: For maintenance of channel from Gulfport to Ship Island Harbor, including anchorage basin, ten thousand dollars.

Gulfport, Miss.

Ambrose  
channel, New  
York Harbor.

Improving harbor at New York, New York: For continuing improvement of Ambrose Channel (formerly known as East Channel) across Sandy Hook Bar, four hundred and seventy thousand dollars.

Ohio River  
below Pitts-  
burg, Pa.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement in completion of contract authorization by the construction of Dams Numbered Thirteen and Eighteen, two hundred and seventy-eight thousand dollars.

Vol. 32, p.  
331.  
Ante, p. 949.

For works authorized by the river and harbor Act of nineteen hundred and two, as follows:

Boston,  
Mass.

Improving harbor at Boston, Massachusetts: For continuing improvement in completion of contract authorization by providing channels thirty-five feet deep, and of authorized widths, from the navy-yard at Charlestown and the Chelsea and Charles River bridges to President Roads, and thence by route designated as numbered three through Broad Sound to the ocean, nine hundred and thirty thousand dollars.

Arthur Kill,  
N. Y. and N. J.

Improving Arthur Kill, New York and New Jersey: For continuing improvement of channel from Kill van Kull to Raritan Bay, eighty-five thousand dollars.

Cleveland,  
Ohio.

Improving harbor at Cleveland, Ohio: For continuing improvement in accordance with the plan for new harbor entrance and breakwater extension, two hundred thousand dollars.

Kennebec,  
River, Me.

Improving Kennebec River, Maine: For completing improvement between Gardiner and Augusta, twenty-six thousand dollars.

Great Pedee  
River, S. C.

Improving Great Pedee River, South Carolina: For continuing improvement of upper portion of river, thirty thousand dollars.

St. Marys  
River, Mich.

Improving Middle and West Neebish channels, Saint Marys River, Michigan: For continuing improvement, in completion of contract authorization, one million dollars.

Ohio River  
below Pitts-  
burg, Pa.

Improving Ohio River below Pittsburg, Pennsylvania: For continuing improvement by the construction of Lock and Dam Numbered Thirty-seven, two hundred and seventy thousand dollars.

Vol. 33, p.  
1117.  
Ante, p. 1080.

For works authorized by the river and harbor Act of nineteen hundred and five, as follows:

Burlington,  
Vt.

Improving harbor at Burlington, Vermont: For continuing work of repairs to breakwater, thirty-five thousand dollars.

Black Rock  
Harbor and  
channel, N. Y.

Improving Black Rock Harbor and Channel, New York: For continuing improvement, three hundred and sixty-seven thousand dollars.

Black War-  
rior, Warrior,  
and Tombigbee  
rivers, Ala.

Improving Black Warrior, Warrior, and Tombigbee rivers, Alabama: For continuing improvement in completion of contract authorization by the construction of Locks and Dams Numbered One and Two in the Tombigbee River, and the completion of Lock and Dam Numbered One in the Tombigbee River near Demopolis, and

those Numbered Two and Three in the Warrior River next above, and by the construction of dredge and lock houses as authorized, two hundred and thirty-eight thousand dollars.

Improving Cape Fear River, North Carolina: For continuing improvement at and below Wilmington in completion of contract authorization, one hundred thousand dollars.

Cape Fear River, N. C.

Improving Cumberland River above Nashville, Tennessee: For continuing improvement by the construction of Lock and Dam Numbered Twenty-one, thirty thousand dollars.

Cumberland River above Nashville, Tenn.

Improving Calumet River, Illinois and Indiana: For continuing improvement in completion of contract authorization, twenty thousand dollars.

Calumet River, Ill. and Ind.

Improving harbor at Duluth, Minnesota, and Superior, Wisconsin: For continuing improvement, two hundred thousand dollars.

Duluth, Minn., and Superior, Wis.

Improving harbor at Huron, Ohio: For completing improvement, forty-seven thousand dollars.

Huron, Ohio.

Improving harbor at Holland, Black Lake, Michigan: For continuing improvement of harbor at Holland in completion of contract authorization, forty thousand dollars.

Holland, Black Lake, Mich.

For continuing improvement of Mississippi River at Moline, Illinois, in completion of contract authorization, one hundred and thirty-six thousand dollars.

Mississippi River at Moline, Ill.

For continuing improvement of Mississippi River between Saint Paul and Minneapolis by the completion of Locks and Dams Numbered One and Two, thirty thousand dollars.

Between St. Paul and Minneapolis, Minn.

Improving harbor at Oakland, California: For continuing improvement, with a view to obtaining a channel three hundred feet wide and twenty-five feet deep from San Francisco Bay to Fallon street, twenty-three thousand dollars.

Oakland, Cal.

Improving Providence River and Harbor, Rhode Island: For completing improvement, including Green Jacket Shoal, one hundred and two thousand seven hundred and seventy-eight dollars.

Providence River and Harbor, R. I.

Improving Patapsco River, Maryland: For continuing improvement in completion of contract authorization of channel to Baltimore, including shoals in Chesapeake Bay off York Spit, five hundred thousand dollars.

Patapsco River, Md.

Improving harbor at Savannah, Georgia: For completing improvement, sixty thousand dollars.

Savannah, Ga.

Improving harbor at Sandusky, Ohio: For continuing improvement, one hundred and seventy-five thousand dollars.

Sandusky, Ohio.

Improving Saint Marys River, Michigan: For continuing improvement at the falls, in completion of contract authorization, two hundred and fifty thousand dollars.

St. Marys River, Mich.

Trinity River,  
Tex.

Improving Trinity River, Texas: For continuing improvement in completion of contract authorization, seventy-five thousand two hundred and eighty-seven dollars.

Tennessee  
River below  
Chattanooga,  
Tenn., Ala.,  
Ky.

Improving Tennessee River below Chattanooga, Tennessee, Alabama, and Kentucky: For continuing improvement at Colbert and Bee Tree shoals by the construction of a lateral canal, in completion of contract authorization, one hundred thousand dollars.

Wilmington,  
Cal.

Improving harbor at Wilmington, California: For completing improvement, fifty thousand dollars.

\* \* \* \* \*

Governors Island,  
N. Y.

ENLARGEMENT OF GOVERNORS ISLAND, NEW YORK: For continuing plan of improvement for the enlargement of Governors Island, New York Harbor, by wharf work, dredging, bulkhead, and filling, one hundred thousand dollars.<sup>[a]</sup>

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California  
Débris Commission.

Vol. 27, p.  
507.  
*Ante*, p. 659.

CALIFORNIA DÉBRIS COMMISSION: For defraying the expenses of the Commission in carrying on the work authorized by the Act of Congress approved March first, eighteen hundred and ninety-three, fifteen thousand dollars.

New York  
Harbor.  
Deposits.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors.

For pay of inspectors, deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars;

Crews.

For pay of crews and maintenance of six steam tugs and one launch, seventy-five thousand dollars;

Tug "Nimrod."

For reconstructing hull and overhauling steam tug Nimrod, five thousand dollars;

In all, ninety thousand two hundred and sixty dollars.

International  
Waterways  
Commission.

Vol. 32, p.  
373.  
*Ante*, p. 1007.

INTERNATIONAL WATERWAYS COMMISSION: For continuing the work of investigation and report by the International Waterways Commission, authorized by section four of the river and harbor Act approved June thirteenth, nineteen hundred and two, twenty thousand dollars.

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Approved, March 4, 1907, 11 a. m.

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<sup>a</sup> All of this appropriation is for work assigned to the Engineer Department.



**CHAP. 2936.**—An Act To amend an Act entitled "An Act to authorize the Ox Bow Power Company of South Dakota to construct a dam across the Missouri River." Mar. 4, 1907. Vol. 34, p. 1415.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section two of chapter eighteen hundred and twenty-one of the laws of eighteen hundred and ninety-four, approved April twenty-eighth, nineteen hundred and four, is hereby amended to read as follows:

"SEC. 2. That this Act shall be null and void unless the structures herein authorized shall be commenced within one year and completed within three years from the date of approval thereof." Time of construction. Vol. 33, p. 571, amended. *Ante*, p. 1061.

Approved, March 4, 1907, 11 a. m.

[No. 22.] Joint Resolution Relating to securing a channel of six feet depth over Foy's Flats in the Trent River, North Carolina, about four miles above Newbern. Mar. 4, 1907. Vol. 34, p. 1424.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of War is authorized to expend such portion of the appropriation made in the river and harbor Act of this session for the Neuse and Trent rivers, North Carolina, as may be necessary for securing a channel of six feet depth over Foy's Flats in the Trent River, North Carolina, about four miles above Newbern. [H. J. R. 253.] [Pub. Res. No. 22.] Trent River, N. C. Channel over Foy's flats. Vol. 34, p. 1083. *Ante*, p. 1233.

Approved, March 4, 1907, 10 a. m.

H. Doc. 425, 58-3, vol 2—49



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